VOLUME VI NUMBER 14

April 22, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST

25¢

Special Cycle World Show Guide Issue

MERT TAKES BOISE

(Results on page 22)

Bay Mare TT

ASCOT Moto-X

DESERT Speedway

Adelanto TT

AFM Road Race

YUMA RUN

ARIZONA TT

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY WEDNESDAY NIGHT

FLAT TRACK RACES, Trojan Raceway in Cal., Long Beach Fwy & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. 100cc to 250cc. Trophies & 40% of gate.

EVERY THURSDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway in Cal., Long Beach Fwy. & Firestone Blvd., Firestone to Garfield, so. on Garfield, west on Southern to track. 6-7:30 p.m. sign-up. 100cc to 250cc. Trophies & 40% of gate.

EVERY FRIDAY NIGHT

SPEEDWAY RACING at Saugus Speedway, Calif. Take Golden State Fwy. to Palmdale turn off, left at Soloman Junct. for 2-1/2 miles.

1/2 MILE FLAT TRACK RACES by J.C. Agajanian at Ascot Park, 18400 S. Vermont, Gardena, Cal. Race 8:15 p.m. (see ad)

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES by Feather River M.C., Triple M Speedway, Simpson Lane, Marysville, Cal., Signup & Practice 5:30 p.m., Race 8 p.m., Side hack class. Info: Feather River M.C., 46 Arizona Way, Marysville, Cal. 95901. Joyce Krill Info: (916) 742-5022. Starts May 3.

TT RACES at Perris, Cal. Gates open 5:30, practice 6:30, race 7:00. Limited to 150 entries. Class C traction only. Info: Gerry Burton, (714) 657-3678 or 657-8081.

SPEEDWAY RACING at Whiteman Stadium, 13020 Pierce St., Pacoima, Cal. Off San Fernando Rd. at Whitman Airprt. See ad for more info.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

MINICYCLE & GO KART RACES — Huntington Beach, Calif. Cycle Park. Info: 842-2111. No bikes on Sun. April 6.

DESERT RACES by Smokebomb Gaetz M.C., 3-15 mi. loops. Limed from High Vista Store, at Ave. J & 100th St., north of Palmdale, Cal. 1 p.m. starting.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

FRIDAY APRIL 18

TT RACES, AMRA at Manzanita Speedway in Phoenix, Arizona. 6:30 p.m. practice, 8:00 race.

SATURDAY, APRIL 19th

32nd ANNUAL TRAIL BLAZER MEETING & BANQUET at Rodger Young Aud., 936 W. Washington Blvd., Los Angeles, Cal. For info 749-8291. All welcome.

PROFESSIONAL TT by J.C. Agajanian at Tulare, Cal. Fairgrounds. AMA sanctioned. Race 8:30 p.m.

SUNDAY, APRIL 20th

4th ANNUAL RUN by Norwalk Rockets. Info: (213) 863-5339 or 863-9106.

TRIALS by Crestline M.C. & Rialto Jr. Chamber of Com. at Lyttle Creek, Cal. Start 9 a.m. Limed from Riverside Ave. & Highland in Rialto. Info: (714) 882-1818. Dub's Cycle Sales.

MOTO-CROSS A.C.A. sanct. Saddleback Park, Orange Cty., Calif. Info: (714) 528-4290.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

ENDURO at Forest Hill. Expert "A" & novice "B" classes. Polka Dots M.C., Sacramento. Info: 451-1845.

POKER RUN, Redwood Empire M.C., Santa Rosa, Cal. Info: Ezra, EN 8-0530, Lodi, Cal.

SCRAMBLES by Lodi M.C., Lodi, Cal. Cycle Bowl. Info: Ezra, EN 8-0530.

EUROPEAN SCRAMBLES by Bush Busters M.C., AMA. South Nevada M/C Assoc. points. Limed from Eastern & Sunset, Las Vegas, Nevada. Start 10 a.m. Info: (702) 735-7897, 3128 Sundown Dr., Las Vegas, Nev.

ROAD RIDE from 7th & Broadway, Santa Monica, Cal. to the Ojai area stopping for breakfast at Oxnard. Ride leaves at 10 a.m.

AMA PRO HALF MILE DIRT TRACK races. Warmups noon, 1st race 2:15. Purse $1200. San Jose Cty. Fairgrounds, 344 Tulley Rd.

SPORT RIDING at Huntington Beach Cycle Park, Cal. 11 a.m. to 5 p.m. Info: 897-4458.

4th ANNUAL SINGING WHEELS BENEFIT RUN, AMA, Fields events, fun & games. Start at Chuck Holendas, San Diego, Cal. Proceeds go to Home of Guiding Hands. Sign 8-10 a.m. Info: 262-9507.

BIG BUNNY 100 HARE & HOUND, 100 miles of desert at Mattawa, Wash. Pre-entry ($4) closes April 14, Post-entry ($6) 7 a.m. at Mattawa, Tacoma & Bluebarons M.C.'s. Info: Big Bunny, P.O. Box 104, South Tacoma, Wash. 98409.

HARE SCRAMBLES by Foothill Hawks M.C., limed 10 mi North of Adelanto. 2 45 mi loops. Trail bikes 1 loop. 10 a.m. start.

6th ANNUAL '49er ENDURO by Polka Dots M.C. of Sacramento, Cal. Start and finish in Forest Hill, first rider out 8 a.m. Polka Dots M.C., 86 Malone Ct., Sacramento, Calif. 95820. Info: (916) 451-1345 or 957-0993.

BUFFALO FEED by Dave Mason, Ed Kretz & Skip Fordyce at Calico Ghost Town in California. See ad for info.

TT SCRAMBLES by Lightweights M.C. at Perris, Cal. Lightweights 8 a.m., big bores noon. Info: Floyd Lewis (213) 429-0405.

MOTOCROSS by Lancers M.C. at Champion Speedway, across from Candlestick Park in S. San Francisco, Cal. AMA sanc. Prac. 9 a.m., race 11 a.m. Info: Howard Sutton (415) 369-0247.

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria Speedway, limed from Bakersfield turn-off. Dist. 35 points, prac. 10 am, race noon, rain or shine. Info: (805) 736-6362 Ernie Earnest.

EUROPEAN MOTOCROSS at Taylor's Dunlap Recreation Center, 1562 N. Teilman, Fresno, Cal. 93728. Tel: (209) 266-2858. Signup & practice 8 a.m. race 11 a.m. Take Hwy 180 (Ventura St., Kings Canyon Rd.) east out of Fresno to Clingan's Junct., right 4 mi to park entrance. Rain or shine.

SCRAMBLES by Salinas Ramblers M.C., 12 mi N. of Salinas on 101 at Crazy Horse Canyon Rd., Cal. Practice & sign-up 9-11 a.m. Race noon. 200cc & up. Info: 422-9809, 422-6703 Salinas, Cal.

FLATTRACK RACES at Tri-Angle Speedway, 2-1/2 mi SW of Hermiston, Oregon. Info: Pius Horning, Blue Mtn. M.C., P.O. Box 590, Hermiston, Oregon 97838. may 4, may 18

ROAD RACING at Austin Dragway Park, Austin, Texas. Info: S.M.R.A. 2507 TCU Ave., San Angelo, Texas 96901. (915) 949-1030.

TT SCRAMBLES at Sunny Valley Speedway, 14 mi N. of Grants Pass, Oregon. Race 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526, (503) 476-4018.

TT RACES by Mesa M.C. at South Bay Speedway, SW of Chula Vista and Otay, Cal. Limed from Main St. exit into Otay from Interstate 5. Practice 10 a.m., race noon. Info: Don Seymour, Mesa M.C., P.O. Box 1231, Spring Valley, Cal. 92077

ENDURO By Polka Dots M.C. at Forest Hill, Cal. Info P. Ezra, EN8-0530. Lodi, Cal.

HALF MILE DIRT TRACK at Santa Clara Cal. County Fairgrounds.

THURS. thru SUN., APRIL 24-27th

CYCLE WORLD MOTORCYCLE SHOW at Los Angeles Sports Arena. Stockers and kustoms of all descriptions in including the indescribable. Say hello and get discount discriptions at the Cycle News booth.

FRIDAY, APRIL 25th

TT RACES, AMRA, at Manzanita Speedway in Phoenix, Arizona 6:30 p.m. prac. 8:00 race.

SATURDAY, APRIL 26th

HARE SCRAMBLES by Master Links M.C. Limed from Barstow freeway to Hwy 395, 2 mi to Phelan Rd., left 2 mi to Rocking "K" Bar. Philan, Cal., Info: (714) 892-3709 or (213) 372-3385.

SCRAMBLES by Pathfinders M.C. of Fresno, Cal. at Kearney Bowl Speedway. Practice 6 p.m., race 8 p.m. AMA sanc. Info: Rodger Ritcher, 4307 C. Indianapolis, Fresno, Cal.

SAT. & SUN., APRIL 26 & 27th

Southern California Trials Association Two-day English Trials, Big Bear Lake, Calif. People interested in scorekeeping contact Dave Evans (213) 865-3991.

SPRING TOUR, City of Hope Benefit by Roadriders.

BIG BEAR TWO-DAY TRAILS. SCTA sanctioned. limed from Standard Station in Fawnskin, Cal. Start Sat. noon. Info: Dave Evans (213) 865-3991 or Gary Barton (213) 697-9441.

SUNDAY, APRIL 27

EUROPEAN SCRAMBLES by Cycliers M.C. of Bakersfield, Cal. Limed from Bakersfield Speedway (No. Chester Ave.) Info: Jack Beson (805) 832-0506.

TT RACES, Class C, $600 purse, at Oregon Sidewinders M.C. track, near Portland. 1 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 (days).

SCRAMBLES, Saddleback Park sanct. Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

April 27, 1969, Sunday *Continued*

SECOND ANNUAL ONE-HUNDRED MILE "BONANZA HARE & HOUND" by Nevada Trailblazers M.C. at Holiday Inn, 5851 Virginia St., Reno, Nevada (U.S. 395, S. of Reno) Info: Doug Busey 322-6323.

TT SCRAMBLES, by The 13 Rebels M.C. at Perris Raceway, Perris, Cal., practice 8 a.m., start 9 a.m., big bores noon. Info: (213) 771-2539.

SCRAMBLES by Scramblers M.C. at Lodi Cycle Bowl, Stockton, Cal. Info: (916) 422-2420.

SCRAMBLES, by South County M.C. at Hollister, Cal. Info: (916) 422-2420.

ROUGH SCRAMBLES by Hi-Hats M.C. at their track in Benicia, Cal., limed from Cordella cutoff. All classes, clubs invited. Sign-up & prac. 9 a.m., race noon. Info: (405) 685-5348.

FIELD MEET by Westside Eagles M.C. at Turlock, Cal. Info: (916) 422-2420.

ENDURO, Oakhurst, Madera Exp. Post 305, Cal. Info: (916) 422-2420.

2nd ANNUAL POKER RUN by Oakland M.C. at 36th St. & San Pablo Ave. Sign-up 10 a.m., run 12 noon. Info: 569-8015 or 562-4293.

TT-SCRAMBLE-CROSS COMBO (see ad) at Bay Mare Ranch, Cal., Ventura Fwy to Moore Park Rd. to Balcon Canyon, 12 mi off fwy. Info: Tex Meyers (213) 780-0051.

MOTOCROSS by Lancers M.C. at Champion Speedway, across from Candlestick Park in S. San Francisco, Cal. AMA sanc. Prac. 9 a.m., race 11 a.m. Info: Howard Sutton, (415) 369-0247.

ENGLISH TRIAL, PNTA sanc., round-up Trial, Pendleton, Oregon. Info: (503) 567-6334.

90 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Tompkins County M.C., R.F.D. 2, Route 3, Newfield, N.Y.

HARE 'N HOUND by Simi Valley M.C., AMA Dist 37 pts. Limed from Hiwys 395-58, four corners area, Entry fee $4.50. Two 45 mi loops–Lemans start at 10 a.m., trail bikes one loop start 10:15. 7th ANNUAL CHICKEN ENDURO, start & finish Big Cedar Springs, Cal. Food & drink available 4 mi N of Oakhurst on Hwy 41. Explorer Post 305, 424 S. A St., Madera, Cal. 93637. Tel: 673-3146.

SCRAMBLES by Stockton Scramblers M.C. AT Lodi, Cal. Cycle Bowl. AMA sanctioned. Signup & practice 9-11 am, Race moon. 100cc-650cc & Open. $1.50 ride or watch. Rain or Shine.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

ACA NATIONAL ROAD RACE, Willow Springs Cal. Raceway, Rosamond, Cal., all classes. Pit open 8 a.m., race 11:30 a.m. Info: (714) 528-4290.

SCRAMBLES by South County M.C. of Gilroy, Cal. at 7800 Cienega Rd. in Hollister. Signup & practice 9a.m., race noon. Info (408) 842-8888.

DO YOU LIKE TO TT
DO YOU LIKE TO ROUGH SCRAMBLES
DO YOU LIKE TO MOTOCROSS

?

This is a Tex Myers brain storm.

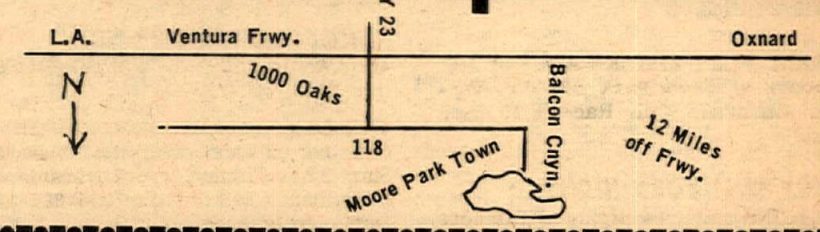
1st TIME NEW THING

75% TT Course
50% GP course
50% Motocross course
1st Run on wild course
3 foot trophy – to 1st three places

Get acquainted with the all new Bay Mare Ranch. The most exciting spectator attraction since HOZAY WAZOO went over Niagara Falls in a bath tub.
For info. call Tex Myers (213) 780-0051.
For rental call Dave (213) 348-3349.

40% TROPHIES TO ENTRANTS

April 27th



AFM Professional Road Racing

AFM Sanctioned
ADMISSION $2.50

April 20th

CARLSBAD RACEWAY
(Take Palomar Airport Road off Interstate 5 just So. of Carlsbad, Cal. go East 7 miles.)

FOOTHILL HAWKS

— PRESENTS —

DISTRICT 37

HARE SCRAMBLES

SUN. APRIL 20th

* 10 A.M. START
* 2-45 MILE LOOPS
* TRAIL BIKES 1 LOOP

FINISHER PINS

6 RIDERS MAKE A CLASS

LIMED 10 MI. No. of ADALANTO, Hwy. 395
PRE SIGN UP, SAT. EVENING APR. 19th 5 to 8 pm.

HUSQVARNA

Owners Picnic and 2 hour Team X
(FREE ENTRY)

Contests Prizes Awards

SUNDAY MAY 4

Saddleback Park

Free FREE entry to park with your Husqvarna motorcycle (includes wife – kids – girl friend)
Bar-B-Q beef plate $1.00 per person Kids 50¢
10¢ BEER

See Your Local Husky Dealer For Details

For information call Med-International (714) 460-4289

J. C. AGAJANIAN Presents . . A.M.A.
Half-Mile Every Friday Nite 8:15 pm

Motorcycle Races

TT's 1st Sat. Nite each month - 8:15 pm
(starting May 3rd)

Worlds Fastest Action ½ Mile and T.T. Dirt Track

DISCOUNT PASS

PASS FOR TWO SAVE 50¢
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SAVE 50¢

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18400 S. Vermont-Gardena
Easly Reached – Just Off Harbor & San Diego Frwys.

Tear Out and Present at Box Office

2nd ANNUAL
Firecracker Grand Prix

Saddleback Park
STARRING
JULY 4th

All Classes Jr. & Sr.
0 – 125cc
250cc – 500cc

*Torsten Hallman *Frans Sigmans *Torleif Hansen *Olle Pettersson

For information and entry – International Motocross, 4790 Palm Ave., La Mesa, Cal. (714) 460-8751

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Survey

Cycle World Merges With Road & Track

Parkhurst Publishing, owner of Cycle World, one of the leading motorcycle monthly magazines, announced recently that they have affiliated with Bond Publishing Co., publishers of Road & Track, one of the leading magazines in the sports car field. The merger will probably not be the last of a string of such business conglomerations to meet the challenge of rising costs and big business competition.

Scott Now At Bultaco Factory

American motocross-scrambler Steve Scott is in Europe to ride motocross, as reported earlier. Latest news from Steve is that he is visiting the Bultaco factory in Spain to pick up some speed secrets. Steve is a Bultaco dealer in North Hollywood, Calif.

Duquoin Mile to Return?

Rumors from the midwest have it that an Illinois promoter is attempting to organize another motorcycle race on the Duquoin, Ill. mile dirt track. The last national championship at Duquoin was in 1958, at the height of evil element's shindigs.

...And Maybe Springfield Also?

Springfield, Illinois merchants and business people are yelling for the return of motorcycle races to their mile track. Their collective income has dropped by many hundreds of dollars since the 50-miler disappeared.

Blue Mt. Says "Thankee"

The Blue Mountain M.C. of Hermiston, Oregon would like to thank all the riders for the tremendous turnout at their March 30th Hare Scrambles (reported last week), and especial thanks to the owner of the land they used. Next on their schedule of events are three flattrack races, starting April 20 (see Calendar of events).

Avon To Make New Road Racing Tires

Avon Tire and Rubber Company of England will soon be marketing an all-out road racing tire or set of tires claimed to be better than their famous "Green Spot" which were discontinued some years ago. They'll be called "Grand Prix."

Yankee 500 In December

Yankee Motor Corporation's longed-for 500cc motocross twin will be available at dealers in December this year, a Yankee spokesman tells us. It will be equipped with mechanical disc brakes and weigh in at under 250 lbs.

Jim Warner First Lost Angels Novice

Owing to an error in the Dist. 37 Desert Trailbikes earned number list, Sachs rider Jim Warner failed to receive credit for his first place novice win at the Lost Angels desert run reported recently. Warner was 12th overall and earned enough points to move up to amateur after that finish. Cycle News will publish the correct, revised Dist. 37 Novice number list as soon as we can find out who #25 really is. Will the real #25 please stand up?

Jones Improving Daily

Chuck Jones is improving daily from the paralysis and injuries suffered in his recent speedway crash, his mother reports. Jones will be coming out of traction in a few days and prospects of this has raised his spirits greatly. He hopes to leave the Sydney, Australia hospital and return to the U.S. at the end of May or early June.

VOICES OF THE WEST

WORRIED WIFE

Dear Cycle News:

My husband has decided to compete in desert racing. I want to support his ideas and plans and have faith in his decisions; but how can I with two small children and another one on the way? Am I the only one that worries about us?

My one thought: What if he gets badly hurt, maimed or killed? Where does that leave his sons and me, and the one yet unborn?

Sunday mornings he leaves for the desert, but how can I send him off with a "happy heart?" I want to but it makes me upset that he jeopardizes our whole family.

He's been riding bikes in the desert for many years, but not COMPETING and with several hundred other men – and who knows what experience, if any, some of them have.

Since our children are so small it's almost impossible to take them to the desert for a full day. (My husband is not for that at all.) Consequently, it makes Sundays an awfully long, worrisome, and upsetting day.

I don't mean to turn this into a "lovelorn" column, but at the same time, where could I receive better wisdom and advice?

Perhaps some wives or parents or even riders themselves could tell me, through this column, their philosophy so I can straighten out my thinking and do right by my husband.

MRS. CATHERINE CROWELL
Chatsworth, Calif.

COMMENT: Well readers, what shall we tell Mrs. Crowell?

HOLLISTER HAPPINESS

I'd like to make a comment on the hill climb at Hollister, Calif., 3-30-69.

Although the spectator attendance didn't seem to be as plentiful as I've seen before, it was really a spectators day.

The event was by far the finest hill climb I've ever been fortunate to enter in. The South County Motorcycle Club really out did themselves.

That was the most impossible, exciting hill I've ever climbed. Let's hope they have more events, both for the spectators and entries.

I speak for all the fellows from Sacramento.

Thank you.

GORDON D. MILLER
Sacramento, Calif.

5-PORT PROBLEM

What does the A.M.A. expect to gain by outlawing "five ported" engines? That is like limiting four stroke engines to 1-1/4" valves, an unfair limitation.

It also occurs to me that most engines that are usually subject to five-porting are under 250cc's, so there is no immediate threat to Harley-Davidson. Also arises the question of engines that come from the factory with more than the allowed number of transfer ports?

JERRY FRY
Long Beach, Cali.

COMMENT: As far as Cycle News can determine, five-porting is illegal in professional racing because of the following rule: "The manufacturer's crank case, cylinder and cylinder heads from the approved model must be used." Some cylinders cannot be 5-ported and you have to install another cylinder barrel for the five-porting, not the manufacturer's, thereby rendering the machine illegal. All machines in professional competition must be class-C approved.

In the Sportsman rule book there is a difference. Only motorcycles used in Road Races, Dirt Track and Short Track events have to be class-C approved. For scrambles and hillclimbs they need not be. So, a scrambles machine can be ported, but if you take it to an AMA road race, you'd better put it back the way it came from the manufacturer.

POKES TO DO BETTER

The Lompoc Slo-Pokes M.C. would like to apologize to all the wonderful riders who showed up at our Motocross on March 30. We were somewhat disorganized and a lot late getting started. We learned a Group from this experience and we have taken steps to insure that it does not happen again.

Thanks to all, especially the 250cc riders who waited until 9 p.m. and still didn't get their trophies. We finally got them figured out and the trophies will be on their way the week of April 7.

CHARLES D. STROHMENGER
Secretary, Slo-Pokes M.C.
Lompoc, Calif.

BIKES & CAGES SHORT CHANGED

In regards to your coverage of the Mint 400; I was there as a competitor in a Production (?) Volkswagen and heartily agree that, not only the bikes, but the "cages" were short changed.

As the mother of a new desert bike rider, my opinion of motorcycles has changed completely and I was greatly impressed by the courtesy shown us on the Mint course – much better than the 4 wheelers – and the superb riding of all the bike competitors.

At the drivers' meeting the night before the race, the vice president of IDRA when asked a question by a bike rider said, "We're going to get you motorcycles". I almost fell off my chair along with at least 600 other people – members of the press and competitors. Unfortunately it looks to me like you're not very welcome at IDRA events.

I have some criticism of your article however. You failed to mention that Bud Ekins (who looks like a still sexy, but waning Tarzan) left your ranks to drive a cage; one of the Baja Boots and finished 3rd in class; and what happened to J.N. Roberts? I saw him being towed by a non-competing buggy on what must have been his 4th lap. Also the first four wheeled vehicle was not VW powered, but a Corvair, very ably driven the full 400 miles by John Johnson accompanied by his wife Linda.

I consider it a privilege to have competed with the bikes and look forward to racing with you in NORRA's Baja 400 in June.

PAULA MURPHY
Granada Hills, Calif.

HOW DO YOU MAKE A "B"?

This letter is to inform you that PAT DE BENEDETTI, is the person who won 2nd overall at Carlsbad on March 9th and again on March 23, 1969. In your March 25, 1969 issue you have 2nd open novice Pat Beneolitte. And in your April 1st issue under CMC Carlsbad caper (Page 29) for the March 23rd race your have Paul De Benedetti. Please, as I have just started my racing career I would appreciate seeing my name spelled correctly. Please remember PAT DE BENEDETTI

PATRICK DE BENEDETTI
La Mesa, Calif.

INSPECTIONS NOT JUST FOR ARMY

The View Finders G.P. was the first race for me since I escaped Unca Sam's Boy Scouts. It was fantastic, the most fun track I've ever been on. But . The guy in front of me (on a Sachs) tried the standard maneuver of lifting his front end over some rough stuff. But (can you imagine the look on his face?) upon exerting some upward pressure his handlebars merely came off in his hands.

A well run tech inspection would have saved me a bent up Hodaka and one sore body.

DAN JENNINGS
Long Beach, Cal.

The New Image

By Chuck Clayton

"I always like to read the sports pages in a newspaper, because there you find a record of man's accomplishments. The rest of the news is usually of his failures."

— Adlai E. Stevenson

Last week's Cycle News blew the whistle on an outrageous federal law kicking recreational vehicles off public land, reported the new nationwide trend toward helmet law repeal, featured Ascot's Friday night Flattrack opening and several Sunday races.

Printed and distributed by Tuesday, the paper contained news (in an ad) of the world record speeds set Saturday by the BSA Rocket 3 in faraway Daytona and news of American riders' motocross success in farther-away Belgium.

The same 32-page issue brought readers up to date on the growing trials and minibike recreations as well as tidbits of information so numerous that it takes 32 pages to list it all.

Cycle News is, cover-to-cover, like the sports pages in the quote above. If we report a man's failure, it is only because we are certain he'll succeed the next time around. When we point out the threat of legislation, it is because we think we've got a pretty good chance of winning our case.

Action in the motorcycle movement is picking up at a tremendous rate. Information is pouring in.

Motorcycle sport is the new frontier. Some of us are so busy coping with the flow that we barely find time to ride bikes nowadays. Although the financial rewards are small, the satisfaction of doing right by the way of life that we love is worth all the work.

Cycle News circulates about 1-1/4 million copies a year (combined Eastern and Western editions). We estimate that there are roughly four million motorcycle enthusiasts in the U.S. A small minority, yes, only 2% of the U.S. population.

But if some of us do one active deed – write one letter, telegraph one legislator, phone one local newspaper editor – we could make the truth about motorcycling known nationwide.

Most of us would rather ride and enjoy our machines than fight for them, and that is good. None of us asked for these hassles. Your publisher happens to enjoy sticking up for the underdog against bullies, so I and those who feel likewise will probably continue in this role.

Meantime, those who would rather ride than fight can help a lot by simply turning everyone on to Cycle News that you can. We need all the readership that we can get, if we are to continue sticking up for your rights. With your help, we hope to reach all four million enthusiasts this year.

PUBLIC LAND BAN – What To Do About It

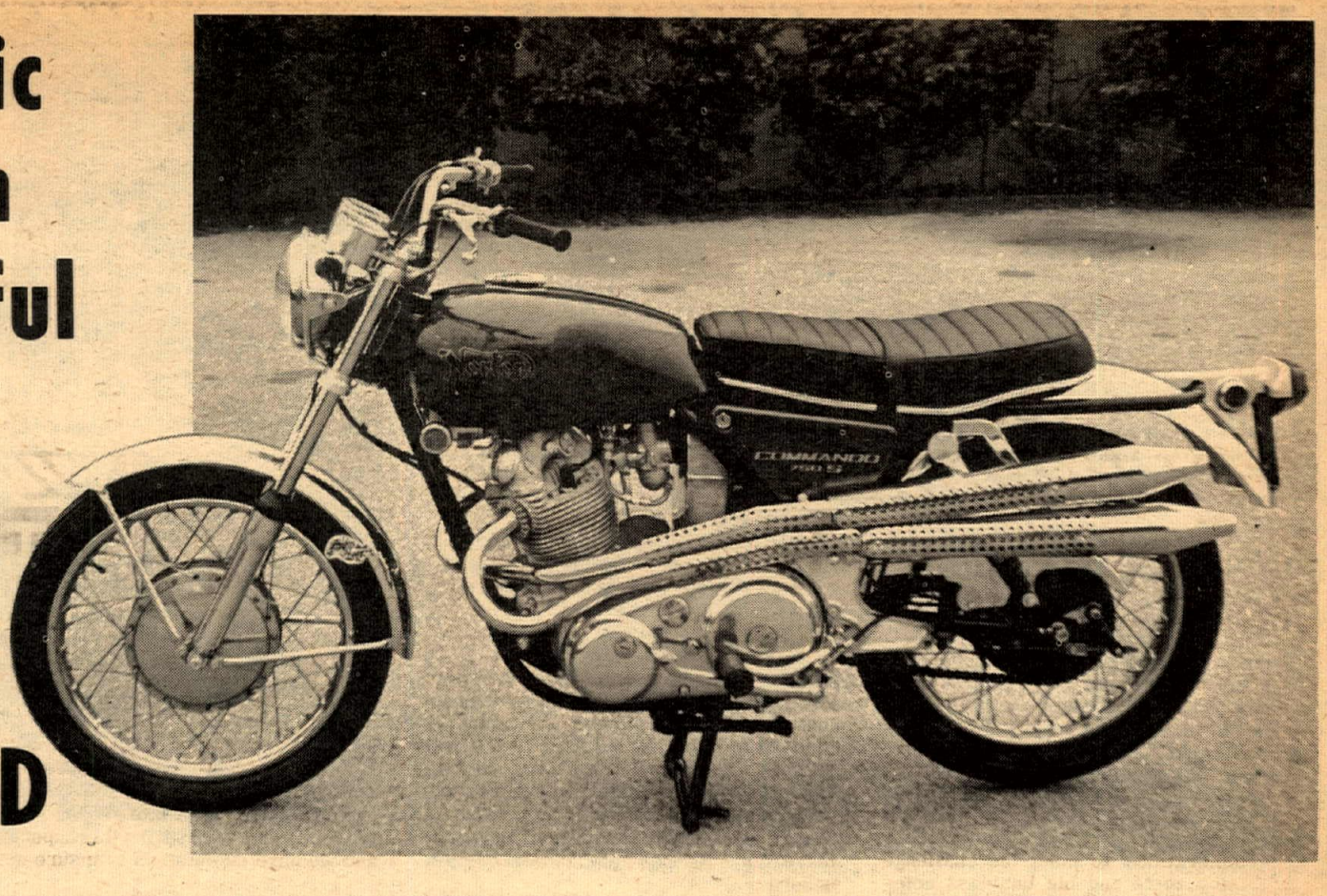
Ever since last week's issue with news of the federal regulation banning motor vehicles off public land hit the streets our telephone lines have all been lit up.

"What can we do?" readers ask.

Short of bringing suit against the U.S. Government, the most effective way to counter this outrage is by writing letters and wiring telegrams to Mr. Walter Hinckle, Secretary, U.S. Dept. of Interior, Washington, D.C. and the U.S. Bureau of Land Management District Manager in your locale (listed under U.S. Government, Bureau of Land Management in the phone book).

When and if it becomes necessary to sue the Government for our rights, your wires and letters will count a great deal toward settling the matter out of court.

It is Isolastic
It is Smooth
It is Powerful
It is New
It is Simple
It puts you AHEAD



Norton

High level performance pipes and mufflers with leg guard. ☐ Sports gas tank. Custom Tuck and Roll seats. ☐ Even more performance. 0-60 in 4.8. Standing quarter in 12 8. ☐ Still with the same feather touch diaphragm clutch for tremendous starts time and again. ☐ Still with the velvet-smooth Commando ride.

Commando 'S' Scrambler Style

Premier Showing-
Cycle World Show Booths 1-2-100-101, April 24 27

ARIZONA

Cochise Harley-Davidson Sales
201 16th Street
Douglas, Arizona 85607

Pete's Cycles
1710 N. Country Club Dr.
Mesa, Arizona 85201

Dave Jacobs Motors
2120 E. Indian School Rd.
Phoenix, Arizona 85016

Musselman Honda Center
2302 N. Stone
Tucson, Arizona 85705

Yuma Cycle
1042 4th Avenue
Yuma, Arizona 85364

CALIFORNIA SOUTH

Jack Simmons Motorcycles
15514 So. Atlantic Blvd.
Compton, Calif. 90221

Grove Kawasaki
560 El Cajon Blvd.
El Cajon, Calif. 92020

Yamaha of Fontana
9008 Sierra
Fontana, Calif. 92335

Roehr Bros., Inc.
317 N. Victory Blvd.
Burbank, Calif. 91502

Nelson & Son Motorcycle Shop
15930 So. Western
Gardena, Calif. 90247

Crowell's Cycle Shop
10427 Prairie
Inglewood, Calif. 90304

Warren's Cycle Shop
728 S. La Brea
Inglewood, Calif. 90301

Don & Ray's Motorcycle Shop
1223 W. Avenue 'I'
Lancaster, Calif. 93534

T & O Yamaha
24020 Narbonne
Lomita, Calif. 90717

Bellmont Motorcycles
2401 E. Anaheim
Long Beach, Calif. 90804

Ace Bike Shop
1100 E. Artesia
No. Long Beach, Calif. 90805

Barney Tillman's Sport Center
6027 Whittier Blvd.
Los Angeles, Calif. 90022

Three Star Sport Cycles
1525 So. La Cienega Blvd.
Los Angeles, Calif. 90035

Steve Hurd Motorcycles
1405 Olympic Blvd.
Montebello, Calif. 90640

Sonny Angel Motorcycles
34 East 18th Street
National City, Calif. 92050

Honda Oceanside
3030 San Luis Rey Rd.
Oceanside, Calif. 92054

Griffs Motorcycle Co.
117 Roberts Lane
Oildale, Calif. 93308

Clarey's Cycle Center
4945 Mission Blvd.
Ontario, Calif. 91762

B B s Cycle Center
925 China Lake Blvd.
Ridgecrest, Calif. 93555

Doug Douglas Motorcycles
24769 E. Fifth
San Bernardino, Calif. 92410

Continental Motorcycles
533 Third Avenue
San Diego, Calif. 92115

San Diego Suzuki
4825 El Cajon Blvd.
San Diego, Calif. 92115

Mission Hills Motorcycles
8730 Sepulveda
Sepulveda, Calif. 91343

Mike's Speed Tuning
550 Grand Avenue
Spring Valley, Calif. 92077

Cycle Service
6807 Hazeltine Avenue
Van Nuys, Calif. 94118

Jack Baldwin M/C Sales
2705 Pico Blvd.
Santa Monica, Calif. 90405

So. Bay Motorcycles
213 So. Pacific Coast Hwy.
Redondo Beach, Calif. 90277

CALIFORNIA NORTH

San Francisco Yamaha
3809 Geary Blvd.
San Francisco, Calif.

Frank Servetti Motors
375 Valencia
San Francisco, Calif. 94103

Brook's Cyclery
1615 Almaden
San Jose, Calif. 95126

Bansemer's Motorcycle Shop
700 Lincoln Way
Auburn, Calif. 95603

Motorcycle Center
307 19th Street
Bakersfield, Calif. 93301

Motorcycles Unlimited
5768 Paradise Drive
Corte Madera, Calif. 94925

B & W Sales
1501 North Crest Drive
Crescent City, Calif. 95531

Monte's Harley-Davidson Sales
450 N. 'H' Street
Fresno, Calif. 93701

The Sports Den
8640 Lacey Blvd.
Hanford, Calif. 93230

Honda of Santa Cruz
901 Soquel Avenue
Santa Cruz, Calif. 95062

Lompoc Valley Sportcycles
307 W. Ocean Avenue
Lompoc, Calif. 93436

Ang Rossi
415 Davis Street
Santa Rosa, Calif. 95401

E. J. Bryant & Sons
7558 Stockton Blvd.
Sacramento, Calif. 95823

Hall & Burdette
2010 Del Paso Blvd.
Sacramento, Calif. 95815

T & R Sport Center
1561 Oak Park Blvd.
Pleasant Hill, Calif. 94523

Schleicher Motors
7956 MacArthur Blvd.
Oakland, Calif. 94605

NEVADA

Art's Motorcycle Shop
1711 East Fremont
Las Vegas, Nevada 89101

Oden Cycle Sales
119 E. 4th Street
Reno, Nevada 89502

OREGON

Booth Oil Co.
821 West 6th St.
The Dalles, Oregon 97058

Westside Motorcycle Shop
600 N. Highway 99
Eugene, Oregon 97402

L. W. Water Sport Center
2921 Thatcher Road
Forest Grove, Oregon 97058

Pollock's Marina
70 Highway 199
Grants Pass, Oregon 97526

Allied Motorcycle Sales
3706 S.E. Powell
Portland, Oregon 97202

Roy Garner
2232 E. Burnside St.
Portland, Oregon 97214

Adams Motorcycle Sales
315 Mission St. S.E.
Salem, Oregon 97301

WASHINGTON

Hopke's Cycle Sales & Service
Route 1 Box 50
Anacortes, Washington 98221

Samish Motorcycle Sales
1822 Old Samish Road
Bellingham, Washington 98225

Cliff's Cycle Center
205 Gallows
Bremerton, Washington 98310

Mac's Cycle Shop
542 Fourth Street
Clarkston, Washington 99403

Airport Cycle
2825 South 200th St.
Seattle, Washington 98188

Bob Budschat Motorcycles
17002 Aurora Avenue
Seattle, Washington 98133

Pokes Cycle Co.
550 12th Avenue
Seattle, Washington 98122

Empire Cycle Co.
6014 East Valley Way
Spokane, Washington 99206

Northwest Motorcycles
3032 River Road
Tacoma, Washington 98443

Prices Cycle Shop
517 17th Street
Washougal, Washington 98671

Bellevue Motorcycles
12706 N.E.
Bellevue Redman Rd.
Bellevue, Wash. 98004

AFM ROAD RACE WINNER

Norton

April 13, 1969
Open Production Class
1st OVERALL
Jack Simmons – Norton Commando
2nd Roland Pagan – Triumph 3 cylinder
3rd Hurley Wilvent – Norton Commando
4th Tom Steele – Kawasaki 3 cylinder
5th Dave Allee – Honda 350cc
6th Ken Russell – Kawasaki 3 cylinder
Oper GP Class
1st George Kerker – Norton 750cc

Norton Villiers Corporation, 6765 Paramount Blvd., Long Beach, Calif. 90805 – Tel. 213 531-7138-9

Knievel To Jump At L.A. Cycle Show

Evel Knievel in flight.

One of America's most spectacular showmen, Evel Knievel, will jump his American Eagle motorcycle for the first time since his almost disastrous accident at Lake Tahoe in October, 1968, at the Cycle World Show, April 24 through 27.

Evel will jump two panel trucks and the entire line of American Eagle products; 11 models of motorcycles. The distance is the equivalent of 15 automobiles. The fantastic feat will be performed once a day over the four days of the show. Thursday, April 24th, he will jump at 9 p.m., Friday, the 25th, he will jump at 9 p.m. again. On Saturday and Sunday, April 26 and 27, he will launch himself into the air at 3 p.m.

Knievel will perform just outside of the west concourse doors of the L.A. Sports Arena. His special launch ramps will remain in position throughout the show. Special fenced off areas will be opened just prior to his performances to accommodate spectators from within the Los Angeles Sports Arena. His jumps will not be visible from outside the Sports Arena and spectators must attend the show to witness his fabulous performances.

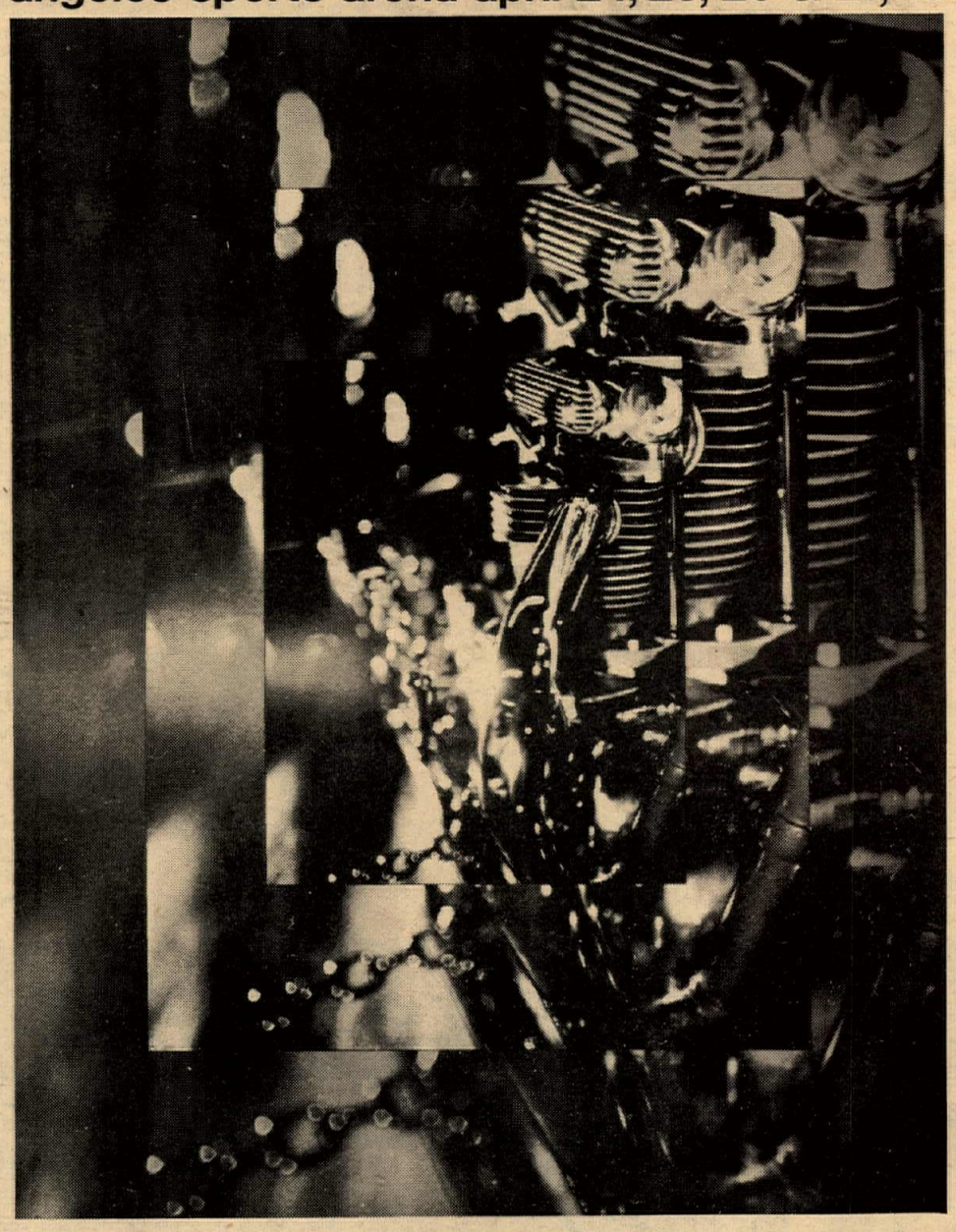
Knievel is still planning to jump the Grand Canyon on a special jet-powered American Eagle-built machine when he is able to obtain full permission from the U.S. Dept. of the Interior. He will return to the Caesars' Palace Hotel in Las Vegas next New Year's Day to take another crack at the fountains. Paramount Pictures is now shooting the story of Evel's life. Oldtime movie actor Chill Wills is playing his grandfather in the epic story of his colorful life, to be called "Color Me Lucky."

Right: Lynn Wilson will be peeking through the spokes at the West German exhibit. That's Sachs-appeal!

6th annual international

cycle world motorcycle show

in conjunction with the 9th international
custom car show and dune buggies magazine
2nd annual off road vehicle show.
los angeles sports arena april 24, 25, 26 & 27, 1969



See Over 400 of the World's Motorcycles and Scooters Plus Hundreds of Accessories and Special Equipment Including All 1969 Models, Road and Track Racers, Fabulous Customs, Dragsters & Record Holders. The largest, Most Complete Motorcycle Show in America.

Don't Miss It!

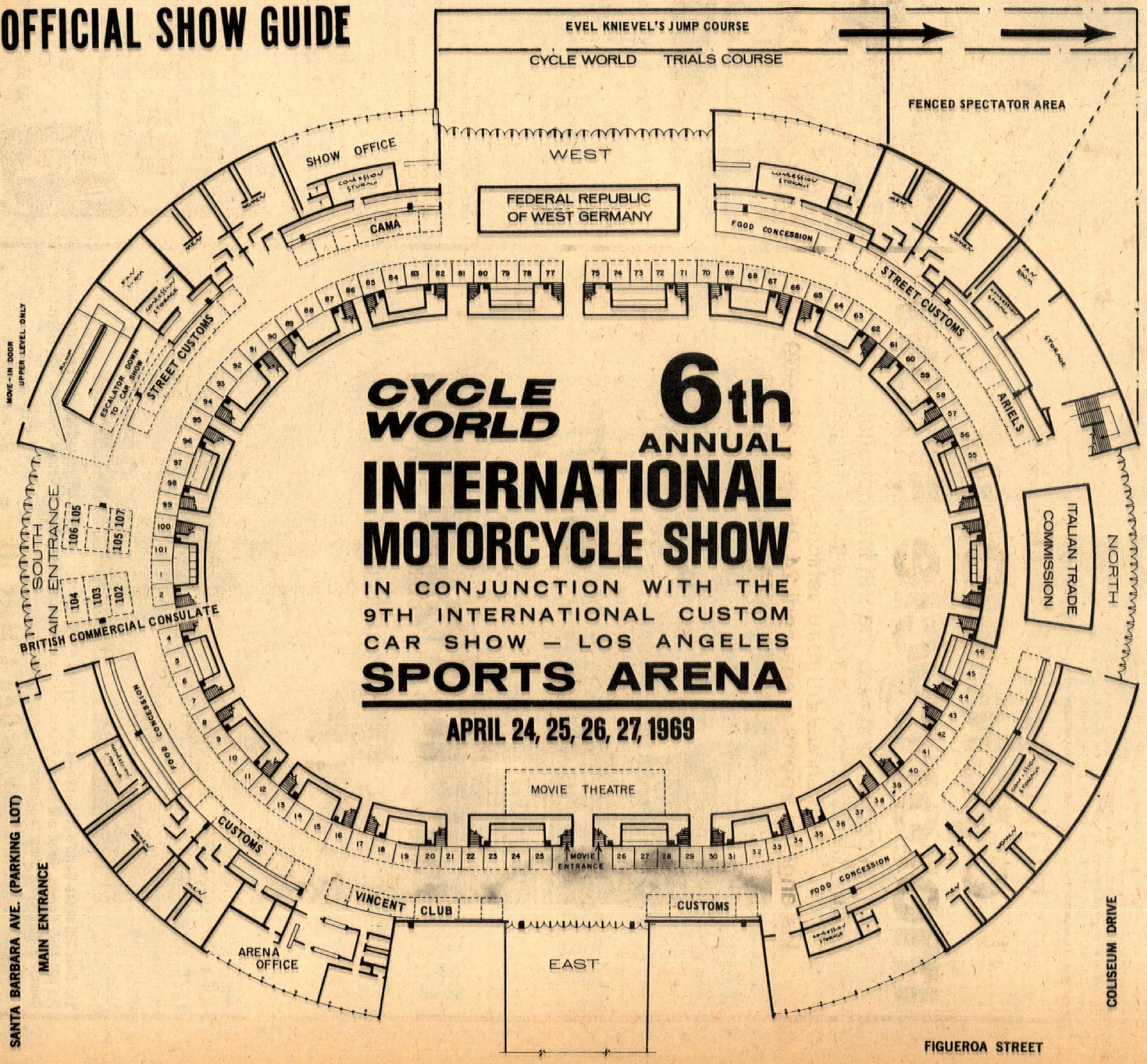
German Cycles To Star In Show

The most advanced German technology and precision engineering will again be in evidence at the Ninth Annual International Custom Car and Motorcycle Show opening Thursday, April 24th at the Los Angeles Sports Arena.

German trail bikes, road machines, and the world's first production motorcycle, an 1894 Hildebrand & Wolfmueller machine, will be on display at the street level of the arena in the west foyer on the concourse.

Exciting new machines from the Federal Republic of Germany include models from Maico, Sachs, and Zundapp; and there will be an official West German information booth at the exhibit for questions concerning cycling in Germany.

OFFICIAL SHOW GUIDE



CYCLE WORLD 6th ANNUAL

INTERNATIONAL MOTORCYCLE SHOW

IN CONJUNCTION WITH THE 9TH INTERNATIONAL CUSTOM CAR SHOW — LOS ANGELES

SPORTS ARENA

APRIL 24, 25, 26, 27, 1969

1. NORTON-VILLIERS
2. NORTON VILLIERS
3.
4,5,6. CYCLE WORLD
7. MONTESA
8. MONTESA
9. MONTESA
10. BSA
11. BSA
12. BSA
13. BSA
14. ZDS
15. ZDS
16. BONANZA
17. BONANZA
18. BONANZA
19. M.C.W.
20. BUCO
21. BUCO
22. SUZUKI
23. SUZUKI
24. SUZUKI
25. SUZUKI
26. PABATCO
27. PABATCO
28. RACECRAFTERS
29. ROEHR BROS.
30. JAWA/CZ
31. JAWA/CZ
32. BROWN
33. BULTACO
34. BULTACO
35. BULTACO
36. RICH BUDELIER
37. RICH BUDELIER
38. RICH BUDELIER
39. RICH BUDELIER
40. GRIZZLY ENG.
41. CHAIN LIFE
42.
43.
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59. SIDE HACKS
60. SIDE HACKS
61. SIDE HACKS
62. SIDE HACKS
63. CLYMER
64. ROCKFORD
65. ROCKFORD
66. HONDA
67. HONDA
68. HONDA
69. HONDA
70. HONDA
71. HONDA
72. KAWASAKI
73. KAWASAKI
74. KAWASAKI
75. KAWASAKI
76.
77. FLANDERS
78. Cycle News
79. YANKEE
80. YANKEE
81. YANKEE
82. HARLEY
83. HARLEY
84. HARLEY
85. HARLEY
86. BELL
87. TRIUMPH
88. TRIUMPH
89. TRIUMPH
90. TRIUMPH
91. YAMAHA
92. YAMAHA
93. YAMAHA
94. YAMAHA
95. STEENS
96. STEENS
97. CW
98. CW
99. CW
100. NORTON VILLIERS
101. NORTON VILLIERS
102. MOBIKE
103. INFORMATION
104. RIVETTS
105. RICKMAN
106. GREEVES
107. GODFREYS
108. NORTON

BAST AGAIN AT SPEEDWAY

By Carol Sims
Photos by Dennis Greene

PACOIMA, Cal., April 12 – Pulling a repeat performance of last month's Class A speedway swoop, slidin' Steve Bast outran a fine field of competitors to scoop up everything in sight at Whiteman Stadium Saturday night.

Bast took the measure of his foes in the 4-lap heat race, semi, Trophy Dash and "A" Main Event, turning back such stellar speedway exponents as John Hateley, John Carter, Jack O'Brien, uncle Harlan Bast and Rick Woods in the final.

The fuel-burning 500cc Esos and JAP's were out en masse, and a swiftly moving 17-event program kept the crowd on their toes all evening long. In addition to the races, promoter Dude Criswell arranged for musical entertainment by a rock group, The Human Equation, plus an extra attraction – kids competing in quarter-midgets.

Trophy time found three lovelies on hand to present the Bella Capri Restaurant awards, including actress Kathy Andrews, star of Gemini American's new film, "Bigfoot."

The progressive program consisted of 8 heats, 4 semis, 2 match races, the Dash, a "B" Main Event and an "A" Main Event. Fastest time of all the 4-lappers was clocked by John Carter, who flew to decisive heat race victory in a sizzling 59.62 seconds, only man to travel the distance in less than a minute.

Several spills occurred – none of them serious – but in one of the heats Bill Cody unloaded on the far turn of the first lap, then Greg Haserot took a tumble on the front straightaway, thus necessitating a restart. On the second try, Cody got off again, managing to pull his machine out of the way before his three adversaries had circled the track. The next lap found Homer Knapp hitting the turf, and with one lap to go Haserot crashed once more, leaving American Speedway Champ Rick Woods - - recently back from a tour of Australia - - the winner more or less by default. Then in the "A" Main, after running second to Jack O'Brien in their semi, Woods slid down and out of contention for the big money.

Bill Cody, Rick Woods and Jack the Greek.

Steve Bast in Action.

The other semis were taken by Steve Bast, John Hateley and John Carter. Several favorites were unable to transfer to either Main Event, including Sammy Tanner, Sonny Nutter and Marty MacDonald. . . but there's always next week.

Steve and his brother and uncle, with Kathy Andrews.

In the "B" Main Event, another Bast - - this time young Mike - - turned back the opposition to score a hard-fought win over Norm Elledge, Ron Miller Terry Graham, Lonnie Arnold and Larry Heinselman.

Larry Heinzelman crosses up in front.

Jack O'Brien unicycles out of a turn.

With the arrival of warmer springtime weather, promoter Criswell has now slated Class A speedway events at Whiteman Stadium on an every-Saturday-night basis. Fans and riders alike are looking forward to an even more exciting season than last year's - - and it's starting off with a bang.

(Results on page 20)

motorcycle SPEEDWAY

Dude Criswell Presents

EVERY SATURDAY NIGHT

8:30 P.M.

WHITEMAN STADIUM

OFF SAN FERNANDO RD. at WHITEMAN AIRPORT

13020 PIERCE STREET, PACOIMA

ADULTS $2.50
KIDS UNDER 12 FREE
FREE PARKING

FEATURING GEMINI AMERICAN'S LOVELY KATHY ANDREWS PLUS THE USUAL TURNOUT OF STARS.

FREE HIT TUNES

5 FREE SUBSCRIPTIONS TO CYCLE NEWS

LIVE BANDS TO ADD TO YOUR ENTERTAINMENT

Little bikes get away with Pat (77) Bedillion in front and Randy (99) Ellis in hot pursuit. (Also, see below).

We TT'd In Tucson

The winners, with Californians John Rice, the Jones boys and unidentified rider posing with the trophies.

By Maureen Lee

TUCSON, Ariz. Apr 13, 1969- It was Arizona TT Championship time again and a bunch of Californians went - some for the 4th straight year.

It was a blast! The Kawasaki Team was there doing some tuning on a supper-goody for their 90cc. Engineers recorded everything, lap after lap. District 37's number one heavyweight John Rice came with Two Hondas, two American Eagles and a 125 Sachs that is really fast! David Aldana put in so many practice laps that it's a good thing his Ossa is as strong as a bear!

Randy Ellis, fresh from his Ascot win Friday night looked impressive until his clutch failed - so Russ Shull in true sproing tradiiton loaned Randy his stock Bultaco to ride. The machine had 41 races on it, has never had the head off and how did Randy do? . . 1st 250 Am. and 2nd in Sweepstakes!

Rick Williams (H-D) from Tulsa and the Marine Corps had a close one when another bike got tangled up under his handlebars and Rick sailed off the end of the straight, dragging it with him... he finished the 3rd moto through and no one was able to catch him. . .

The 250 Expert class was a wow with Gary and DeWayne, Jones, Fred Edwards, David Aldana, Byron Boaz et. al. Flat had it out with Aldana the winner. . Fred Edwards rode his 250 Yamaha in the 500 class and won that but declined the win, giving it to Byron Boaz (BSA). . . Emil Culak from Deming, New Mexico had funsies when his gas tank came off in the Open Novice go . . . he made it just about around again before running out of petrol in his Triumph's carb's and fuel lines. . . Mark Kruss (Kaw) looked very good as did Steve Nichols on a 250 Yamaha instead of his usual 100. . .more next week.

(Results on page 20)

The Tucson track was perfect, as usual. Now it shuts down for the long, hot summer.

Victors Desert Blast

Photos & Story by Dick Wright

RED ROCK CANYON, Cal. Apr. 13- The two number one riders had a ninety mile duel in the desert. Larry Bergquist on a 500 Bultaco (number one 250cc rider) and Mike Patrick on a 250cc Yamaha (the number one open class rider), changed first place back and forth throughout the race, with Larry taking the win one minute in front of Mike.

The race was set up as two 45-mile loops in a figure eight. The pits were in the canyon floor, four miles from the start.

The riders would come through the pits and up the steep canyon wall and out in the open boondocks, a real spectators treat. First rider to reach the canyon after the start was Ameture Ron Wilson #516X on a Husky, Bergquist was second and Patrick was running fifth.

They made the first loop in about one hour, with Bergquist and Patrick both getting a quick gas check and going out wheel-to-wheel in spectacular half-mile broad slides. Ron Wilson was running real close to them.

The first loop was a real pistol with a three hundred foot long downhill, so long in fact, that you couldn't see a rider at the bottom when you sat at the top.

The second loop was super fast, with a couple of slippery, graded fire roads. Just Bergquist's meat.

At the finish line after a fast second loop and one "endo" and the lead changing twice, it was Bergquist in for the win. Patrick was second. Steve Staats #5 on a 360cc Harley-Davidson was third.

Ron Wilson, the early leader, was sixth and took first 250cc Amateur. Tom Maxwell #23 took first open class on his Norton. Dennis Keefe #547x was the first novice in on a 250cc Husky and G. Lane #299 was first 500 novice.

Eric Jensen #717X took first 125cc on a Sachs. Robert Moll #92 took first 500 Amateur on a Husky.

The 100cc class came through the canyon next and was there a lot of them! Wes Anderson Jr. #2 had a good lead on his Harley-Davidson, with the balance of the pack hitting the steep hills at one time. Anderson ran into trouble and hard charging young Terry Clark #6 on a Hodaka picked up the lead after battling with Gene Cannady #42 and Mark Rader #28 both on Hodakas.

The 100cc's were ready to go just the first loop and Clark held lead for the last ten miles for the win, to give him two firsts already this year. Cannady was second, Claes Nelson #696 on a Penton was third followed by Mark Roder #28 on a Hodaka taking first Amateur. Walt Roehr #632 was the first novice in on a Sachs.

Our congratulations to the Victors M. C. for a well organized run, from a riders standpoint, as well as a spectators view. That scene through the pits was great!

(Results on page 20)

WINNER-IZE WITH NGK

Al Rogers won the rugged 1968 National Cross Country Championship on his NGK-sparked Triumph TR-6. Like top competitors in all types of racing on all makes of bikes, Al knows what NGK Winnerizers can do. Exclusive Heart-of-Copper guarantees the widest heat range. Cuts tip erosion and fouling. Never lets you down on the straight, through the turn, up the hill. Perfect for all two and four cycle engines—one, two or three cylinders for trail, track or street. If you're not using NGKs, remember—the rider ahead probably is. (Over 70% of bike owners do!) Another thing to keep in mind—NGK makes perfect plugs for your car. Over 50 million NGKs are sold in 80 countries every year. So go with Al Rogers—Winnerize with the Performance Plug—NGK. Make all your riding and driving flat-out fun!

NGK Spark Plugs (U.S.A.) Inc., 4010 Sawtelle Blvd., Los Angeles, California 90066

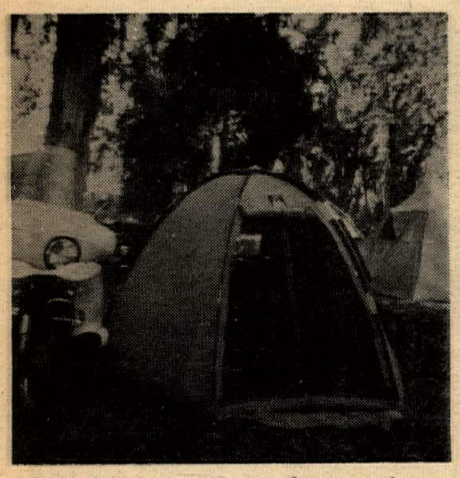
Where Shall We Go?

By Dan L. Smith

YUMA THE HOT WAY

This problem of deciding where to go to derive the greatest amount of enjoyment from your motorcycling weekend is one that is not easily solved. Our method may not work for you, but it may serve as a base from which to work your own pet solutions.

Maps are the first basic tool. To use them efficiently they should be spread out on the living room floor and the furniture moved back to give everyone room to crowd around and get their nose in. Included in this category should be not only state maps but also county maps that show in great detail roads that are completely left off, or shown only as small blue lines on the state maps.



Lightweight tent condenses for easy storage on motorcycle.

After considering the factors of the weather, how much time you have, whether to camp or stay in a motel, the family finances, and last but not least, what you feel like doing, we will have picked a general destination to suit our mood.

Now comes the problem of selecting the exact routing. In these days of high speed freeway traffic it is an added safety factor to know what routes are needed and when. The secret is to know why you are going and when you need to be there. Once this is established, the rest is easy. If the planned activity takes place Saturday morning, a leisurely meandering route off the "main drag" may be chosen.

On the other side of the coin, freeway access to practically all parts of the state are now available if you need to get there in a hurry. Ideally, route yourself one way going and another for the return trip.

On The Road

Now let's put the theory into practice. We have both days of the weekend available, so considering the time, the weather, and the magic area of our "feelings", we draw a circle with a radius of 250 miles from our home on the map. Using this as a rough guide, we consult several local newspapers, and of course, Cycle News, for events of interest to us occuring within the range of our circle. We decide that the Yuma Prison Run might just be our cup of tea this weekend.

Maybe I am a bit of a romantic, but the earth-shaking rumble of a multitude of big "Hogs" heading for some mysterious location has never ceased to generate a bit of excitement in what is left in me of the little boy sitting at a cross-road village in Ohio, wishing.

Saturday morning arrives in the splendid garb of a beautiful day. Within minutes the bike is loaded and we are under way. A short stop at a local greasy spoon for a bit of breakfast, a stop to feed the bike a bit of gas, and we drop onto the freeway headed for Indio. The weather is beautiful beyond description. The rugged snow-capped peaks dominate the scene as we pull San Gorgonio Pass through Beaumont, Banning, and start the downgrade into the desert heat.

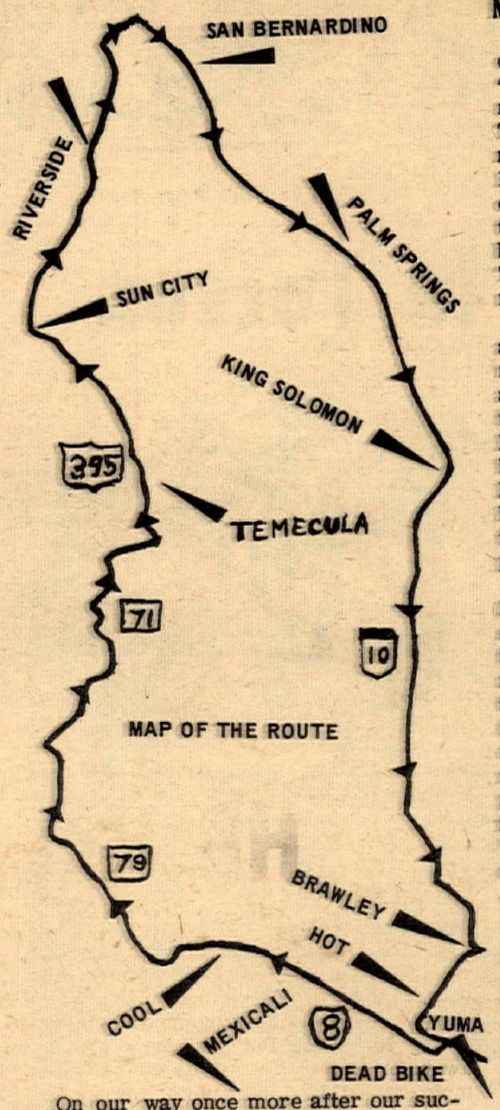
Super Tree

The opportunity for side trips are innumerable, but this morning we have a particular point of interest to look for. We had seen a television program about the date industry in Indio. Unlike the majority of human ratios which are one to one, the average ratio of the date palms is one male to fifty females. This one particular tree that we want to find is really ambitious. Named King Solomon, and for good reason, for he takes care of not a mere fifty, but a full four hundred!

To find directions to this super tree, we stopped by the Chamber of Commerce and approached the dignified, ultra proper lady seated behind the counter and asked, "could you tell us where to find the sexy tree?" After giving her a bit more of a detailed explanation, she was very helpful supplying us with an armload of brochures, pamphlets, and instructions that took us in exactly the opposite direction we needed to go to find the tree that we were searching for.

Her false directions, however, led us to an interesting diversion. A date grower, Shields, located about one mile north of Indio on Rt. 111 advertises a twenty minute picture, "The Romance and Sex Life of the Date", shown in the Romance Theater. After watching their picture we asked to see the remarkable tree in question and were told that it could be found about ten miles south of Indio on Rt. 86 at a date growers place called "Valorie Jean's".

Sure enough, standing near the edge of the road was the tree with the great reputation. It was a good thing the owners had hung a sign on him though, for to me he looked just like any other palm tree. Wasn't even very big.



On our way once more after our successful quest, the weather continues to get hotter, until leaving El Centro we notice a huge thermometer, outside one of the local business establishments, with a needle about three feet long pointed right on a hundred degrees. And it felt like it too. Settling down we start the last leg of the journey to Yuma. Miles of two lane highway with heavy traffic, running through classic Sahara type desert. Mile after mile of absolute nothing meets the eye. Finally even the sparse greenery and papier-mache ridges that look as false as stage settings in an old western, give way to nothing but rolling sand dunes and the boiling sun.

Good Deed Time

In the middle of all this hot nothingness, sitting along the edge of the road was a lonely motorcycle with the rider crouched in the skimpy shade provided by his machine. We stopped to inquire as to his problem and to see if we could be of any assistance, and discover that it is an older Vincent and the owner believes that its lower end is a thing of the past. A friend of mine, who is a shagger in L.A., was riding with us and he had brought some rope. So after giving the parched rider a bit of water we worked up a crude tow line and pulled the dead English bike the remaining thirty miles or so to Yuma.

Upon arriving we discover the town is full of motorcycles. Every conceivable make and model and they are everywhere you look, running up and down the streets, in all the parking lots, everywhere! Having previously made up our mind to camp this weekend, we locate the city park that is being used for this purpose, find an empty spot, and set up our gear. No sooner are we set up than a person we last seen in the wilds of Alberta, Canada while on vacation last summer, stops by for a chat. To me this is the real value of these get-togethers, having a chance to become acquainted with some of the fabulous people who make up the world of motorcycling.

Motorbikes...And More Motorbikes

If one word could be used to describe our stay in Yuma it would have to be "motorcycle." The different makes and models represented was unbelievable. The Harleys ranged from the beautiful new 74's to ragged old police bikes. The European scene ranged from the immaculate and growing numbers of BMW's through the usual numbers of English bikes including the new multi-cylinder Triumphs and BSA's, to the newly immerging Moto Guzzis from Italy.

The Japanese invasion was readily apparent with numbers of Hondas, Yamahas, some of the recent 500 Suzukis and a few Kawasakis led by their new three cylinder bomb. There were a goodly number of exotic hoppers of various brands that were out of this world. And last and least there were a few of the bad boys trying to impress everyone with their junk hauled in for the occasion on pickups and trailers.

In the morning we took our time, ate a leisurely breakfast from our endless supplies bought the night before, loaded the bike, and slipped uptown and took in a few of the sights including the famed territorial prison and the museum. To think that human beings had to live in quarters such as these gave me dark, morbid chills this bright sunny day. The prison museum contained everything from Indian storage baskets to World War I helmets, and could absorb as much of your time as you want to give it.

Relaxing Route Home

About noon, we gas up and leave town for home. Again the day is bright, hot, and ultra sunny. While stopped in Holtville for a cool drink, we decide to ride a little out of our way and take a cooler route home. We continue west on Rt. 80 picking up the new I-8 just before El Centro and continuing on toward San Diego.

Before long the road begins to climb from the hot desert floor to the cool mountains. Wide sweeping curves, one after another, with just enough climb to make the bike develop a good, deep rumble. If this isn't fun riding, nothing is. The scenery gradually changes from the sparse desert vegetation to rocky heights until there is nothing but boulders and rocks everywhere. The higher we go the more the greenery begins to show until we enter the boundaries of the Cleveland National Forest. The cool air is sure a welcome relief from the desert heat. We ride past a huge shade tree and it looks so inviting that we turn back, whip out the trusty army blanket, pull off our helmets and boots, and lay back and watch the San Diego riders rumble by.

On our way again, we soon leave the road to San Diego and turn north on State Rt. 79 and wind through Cuyamaca State Park. Continuing north we find our way through the crowded streets of the little town of Julian, taking note that there is a little museum that could make an interesting stopover on another trip.

Campgrounds, oak trees, riding stables, and small Spanish missions abound along this route. Small streams running through the wooded countryside invite you to go for a stroll along their banks.

A few miles past Warner Springs at a wide spot in the road called Oak Grove, we stop. After supper the sun begins to set, so we decide to slip on over to Rt. 395 and head home.

Just at dark we pull in the drive. Over a cool drink we discuss the weekend. The high point? It's hard to pick one out, but taken altogether the weekend most certainly has been a success. Now, where to next time?

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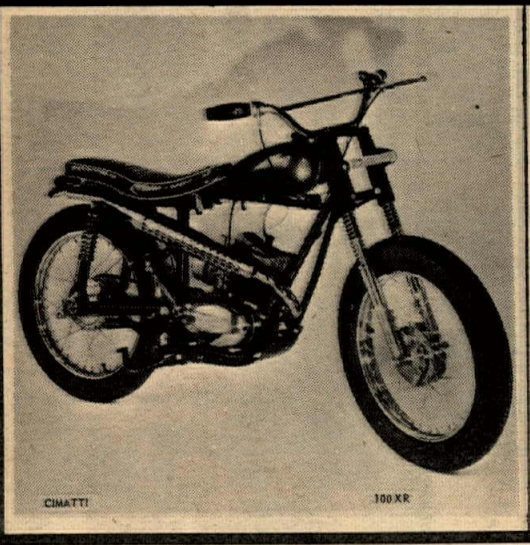

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Adelanto Scramblers

By Ray Cooper

ADELANTO, Cal. Apr. 13- The track appeared hard and dry and one rider mentioned that it was like riding on asphalt that had been sprinkled with sand. This was not the condition of the whole course but even so it appeared faster and less difficult to negotiate than the first TT races right after the big rain storm over a month ago.

Some classes didn't have many riders so they bunched them all together while other classes went the moto route.

Bultaco had a field day today winning 5 classes with a lot of support from seconds and thirds.

Expert Jay Lewis (Yamaha) showed a couple of novices how to make a short dry course out of a long dry course by taking first in the 50cc class. There was a lot of competition in the 100cc Am. Ex. class today as Gary Caldwell (Ex.) who finished second and Kirk Reddind (Am.) found out the the hard way trying to outdo Troy McKee (Ex.) who managed to twist his Hodaka up to 1st. place.

In the Open Ex. Class Buddy Carter found himself leading by a sizeable distance when his engine quit right in the middle of the first turn after the jump. The rest of the field got at least a half a lap ahead before Carter got going again. He made a mad three lap dash to the finish line, riding in the loose stuff and throwing a roostertail as high as that Yucca tree on the south end. He finished second over-

There was one little guy in the 50cc class who was so short that he must have been placed on the seat because every time he went into the corners and put his foot out, it lacked about a half a foot of reacing the ground. He made it around in fine style though. I have wondered since then just how they managed to get him off without tipping over. Ican imagine his mother his father his brother and a neighborhood friend or two chasing him around and around in circles before capturing him at the end of each race.

(Results on page 20)

Dennis Kanegae, the happy warrior, had more fun than anybody else, taking 2nd in his heat.

HB Happiness

By Pat Dempsey

HUNTINGTON BCH., Cal. Apr. 13- Across the street police were patrolling the vacant riding ground pictured in the "New Image" last week, keeping fun bikers from riding for free. But a short distance away, organized TT racing went on unmolested at Don England's tidy Cycle Park.

Tom White on a beautiful Yamaha had taken such a lead that he started doing wheelies, to the crowd's delight. Tom just got his induction notice the day before, so this may have been his last performance stateside for a while.

After a bad start, R.G. Bare won the 500cc class with a taped-on clutch handle.

The 500 Amateur motos were the hottest with Ron Knowles on a Gold Star battling Tom White's Bultaco and another Bul ridden by Tom Clark. Knowles got the winning points.

(Results on page 20)

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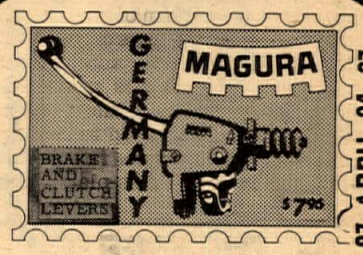

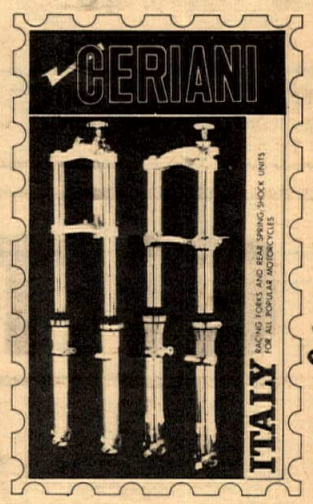

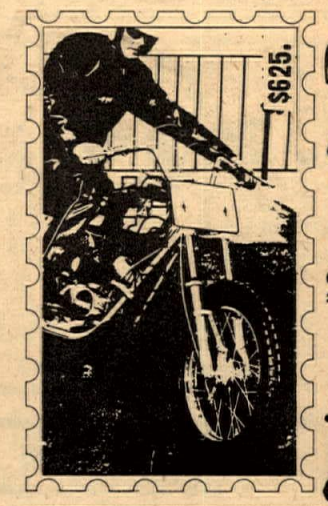

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AFM GOES FOR GOLD AT O.C.I.R.

Open Production winner Jack Simmons gets his Norton snortin early in the lemans type start.

By Dennis Greene

ORANGE COUNTY, Cal., Apr 13- The new 3 cylinder war is the one to watch, but the winner of the open class production road race was a trusty Norton Commando twin, piloted by Norton dealer Jack Simmons.

AKawasaki Mach III with Tom Steele aboard, did take the 500cc battle, behind the Triumph Trident of Roland Pagen and Hurley Wilbert's Norton Commando at the AFM Road Race here today.

All the marbles in the hottest class went home with Ron Pierce of Daytona fame, in a 250 Senior G.P. that looked like a National lineup. Ron Grant ran second on the factory Suzuki, followed by a screaming pack of 250 factory-backed motorcycles.

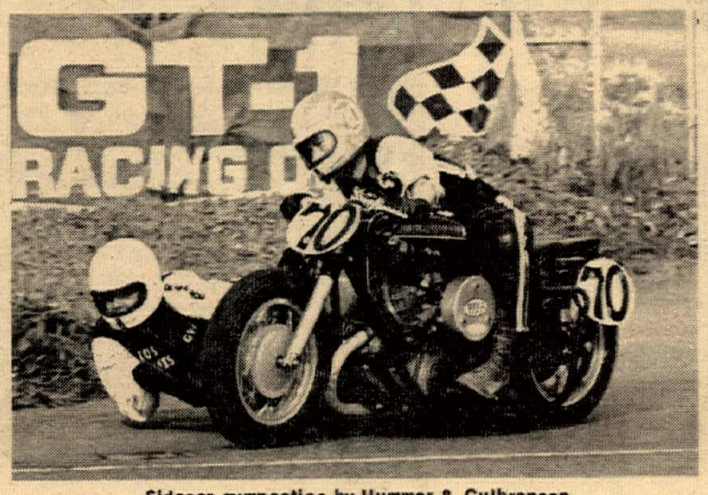
Tragedy interrupted the action when 26-year-old David Gaines lost control of his 250 G.P. Yamaha in practice, crashing into the fence bordering the course. The haybales couldn't save his life and he expired before reaching the hospital.

Eight sidecar outfits took to the tarmac, led by Dean Hummer and Rulan Gulbranson aboard the San Fernando Harley-Davidson hack. They were big crowd-pleasers, as usual.

The combined big bike Grand Prix looked like Daytona all over again with stars such as Ralph White, Art Baumann, Grant, Don Vesco and Dave Scott all banging fairings together. It was a sight to behold, and even if road racing fails to turn you on, this one would have.

(Results on page 20)

Combined grand prix gets off the grid with 111 Don Vesco, 97 Ron Pierce, 30 Don Emde and 9 Art Baumann recognizable.



Sidecar gymnastics by Hummer & Gulbransen.

AFM races mixed various classes for more action.

The ever-lovin, crowd pleasin sidecars, with the passengers letting it all hang out in their various fashions. Dave Roesch and Terry Benge are 7 and 14 is Jerry Person and J. McGillivray.

Legislative Notebook

By Barbara Adams Dahms

Cross Your Fingers

In a hard fought battle before the California Assembly Transportation Committee, cyclists won a one-week hold over of the new Foran Helmet Bill, AB 654 with a probability that the sections requiring wearing of a helmet will be removed. However, no bill is down until it is out.

The greatest latitude in time and procedure was allowed to those who oppose mandatory helmets by Acting Chairman, Robert H. Burke, Republican, of Huntington Beach.

Testimony was presented by Barbara Dahms of the United Motorcycle Enthusiasts, Ralph Barger and Winston of the Hell's Angels and by Sacramento area cyclists, Patrick R. Coughlin, Michael Berry, Tom Hanlon and John P. Berry. Other cyclists were also present who did not testify.

Dr. George Snively appeared in behalf of the measure. At one point Barger said, "Dr. Snively wants to put helmets on us but he drives a racey little sports-car and he doesn't wear a helmet. I've seen him jamming down the highway. How about your safety, Doctor?" To which, Dr. Snively held up crossed fingers.

Thanks to Chm. Burke's handling of the proceeding as well as abundant time resulting from a withdrawal of a number of scheduled bills, the hearing was in a spirit of friendly disagreement. The committee was first asked to put over the bill without a hearing as a bare quorum was present, but consideration was given to the opponents who had come to testify.

All aspects of opposition to helmets were presented by opponents. The experiences of other states who are repealing helmet requirements or have had them declared unconstitutional were cited, as were the limited time that we have given the licensing provision to be tested without requiring helmets, the rise in motorcycle registrations 70,000 in 1968 (310,000 to 380,000) while the number of deaths rose only 7 (319 to 326), and the drop in registrations in states which have required helmets.

Assemblyman Wadie Deddeh expressed concern over the decline in the number of dealers in several states after helmet laws. "I wonder if we might not be driving people out of business in California if we pass this legislation." he said.

When testimony was finally ended, no one moved to pass the bill. David Roberti suggested amending it to remove all reference to mandatory wearing of helmets and Foran agreed (for the first time) to make this deletion as an author's amendment.

At that point, Roberti, whose attention had been caught by Barger's mention of mandatory buying of a helmet along with a cycle as a possible compromise, tried to put another amendment in which would accomplish this. But difficulties in writing such a requirement were immediately obvious and the bill was held over to allow time for consideration of these amendments. Assemblyman Gonsalves opposed mandatory purchase.

UME asked that provision for setting helmet standards remain in the bill without any wearing requirements. Foran had previously made author's amendments to place standard setting in the hands of the California Highway Patrol, rather than in the Department of Public Health.

Final consideration of the bill by this committee is scheduled for April 17.

After the hearing Foran, who was in good humor throughout, was joking with the opponents. "We're going to pass a law," grinned John F. Foran "So nobody in California has to wear a helmet except Sonny Barger!"

Honda Wins Nat'l Championship Enduro

Michigan's Jack McLane was all smiles after defeating his old rival John Penton for the overall win.

Soon after the gas stop John Penton was convinced that the South Jersey Enduro Riders were out to do him in.

Talk about aquaplaning! Hugh Malone's Penton lifts it's front wheel as the back drops into three feet of wet concrete. Below that level was a solid bottom. The trick was to keep moving.

By Paul Cosner

WHITING, N.J., Mar. 30—The South Jersey Enduro Riders made the big boys cry uncle on their very first try. Nicknamed the "Candy stripers" for their distinctive red and white jerseys, the club, under the watchful eye of President Ben Trimble, made the 1st annual "Curly Fern" National Enduro a howling success.

And that's just what the majority of entrants were doing. Howling, that is. "Impossible," "unbelievable," "sheer murder," "absolute torture," "madness." And those were just the printable descriptions. (After all boys, this is a family publication.)

But to the everlasting credit of Trimble and the SJER, the riders, almost to a man, voiced the opinion that the "Curly Fern" was the most well-organized, challenging enduro they had ever ridden.

MORE FOR THE MONEY

Trimble, who layed out the course, said, "A lot of riders were complaining that the "Sandy Lane" National Enduro was so easy that it offered no real challenge. So we decided to make the "Curly Fern" a little more difficult." And they did! Out of 333 starters, only 115 finished, and many of those were over an hour late.

For those people who think of New Jersey as part of the "Eastern Corridor," the area around Whiting would be a revelation. Compared with the over-crowded masses and the usual pollution-spewing industry that typifies most areas along the Eastern seaboard, Whiting's 500 inhabitants are living in bleak desolation.

PINE & SAND

The area known as the Jersey Pine Barrens, stretches for 100 square miles through southern New Jersey, and is the most uninhabited spot on the East Coast. Those few hardy types who do make their homes in the area are called "Pineys" in deference to the 20 foot scrub pines that dominate the landscape.

The club has a rule that members should not ride alone in the area. If a rider should fall and injure himself he would be out of luck. He might even starve to death before the rattlesnakes got him.

The first rider was flagged off at 9:00 a.m. from the Whiting Fire Station. He was scheduled to wind his way over the 95-mile, 8 check point course by 1:00 p.m. This proved a bit optimistic, since it had rained the night before, slowing the pace considerably, especially since there were no paved road sections. Part of the route was over old stage coach trails used by tourists on their way to the Jersey Coast to escape the oppressive Summer heat in Philadelphia and other inland cities. Many of the old route markers were still visible.

BAIRD RETIRED?

A couple of familiar faces were absent from the Start. Bill Baird, National Champ, sent a letter of regret, even though he had pre-entered. **Baird, who placed 3rd in the 500A Class at the season opener at Stone Mountain, is plagued with old knee injuries and said he may never ride another enduro.** John Buffaloe, who won Overall at Stone Mountain, was also a non-starter.

RESULTS

GRAND CHAMPION—Jack McLain, Port Huron, Mich., (Hon) 988 points. Trimble Trophy (High Point District 6 rider) Earl Gullestad, Belmar, N.J. (Tri).

0—125cc Class A: 1-Doug Wilford, Amherst, O., (Pen) 930; 2-Robert Brooks, Lansing, Mich., (Pen) 905; 3-Bud Green, Columbus, O., (Pen) 901.

0—125cc Class B: 1-Tom Wendt, Norristown, Pa., (Pen) 874; 2-Pat Myer, Baltimore, Md., (Yam) 829; 3-Carl Hetzell, Smyrna, Delaware, (Yam) 816.

126—250cc Class A: 1-Bob Fusan, Glenshaw, Pa., (Yam) 971; 2-Buck Walsworth, Valparaiso, Ind. (Yam); 3-Sieg Langer, Macedon, N.Y., (Yam) 957.

126—250cc Class B: 1-Ed Brougher, Euclid, Ohio, (Bul) 922; 2-Tom Hare, Crystal Lake, Ill., (Yam) 877; 3-Robert Robinson, Union Lake, Mich., (Yam) 875.

251—500cc Class A: 1-John Penton, Amherst, O., (Hus) 968; 2-William Osterkamp, Gary, Ind., (Bul) 968; 3-Earl Gullestad, Belmar, N.J., (Tri) 950.

251—500cc Class B: 1-Jim Fogle, Columbus, O., (Hus) 935; 2-Paul Rink, Beaverdam, Va., (BSA) 827; 3-Don Moody, Bear, Delaware, (Tri) 802.

501—Open Class A: 1-Robert Stapleford, St. Georges, Delaware, (Tri) 6th check; 2-Dan Vandriel, Belford, N.Y., (Tri) 5th check; 3-Dave Barnes, Courtland, N.Y., (BSA) 3rd check.

501—Open Class B: Howard Kohler, Hamburg, Pa. (Tri) 6th check.

Sr. Class: 1-Ed Caussman, Cristiana, Pa., (Yam) 787; 2-Sal Scirpo, Hartford, Conn., (H-D) 6th check; 3-William Goss Sr., Newlisbon, N.Y., (Sac) 6th check.

Best Club—16 riders—Back Mountain Enduro Riders, Noxen, Pa.

Best Team: Central Jersey Competition Riders: Bitter, Gullestad, Height.

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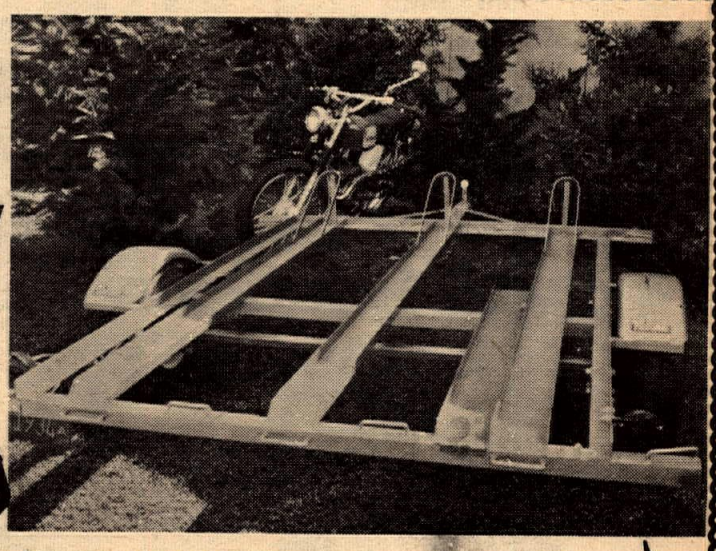

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VIVA Montesa

Smoke Bomb Gaetz Hare Scrambles

by Dick Wright

HI VISTA, Calif. April 6, 1969 – Young Steve Holladay #10 on a 360cc Husky, grabbed the lead from a good group of Experts and held it all the way to take the three 15-mile loops in fifty flat.

The Easter Sunday race was held two miles north of the Hi Vista store. These races are held the first Sunday of each month, with a new course each time. This course was a real blast, clean up and down trails, a short sand wash and a fast fire road. It was fun and safe.

The banner was dropped at 1:00 p.m. and Holladay had the lead. Dick Camp #22x on a 250cc Bultaco was second and Jerry Perkins #963x on a 250cc Yamaha was third. All classes were run together. Jack Morgan #1 trail bike rider on a Hodaka and Jeff Wright #15 on a SS Hodaka were dueling it out for top trail bike spot, running tenth overall. Earlier in the morning they ran 1-2 at the Deadman's Point race with Morgan taking the flag by 30 seconds over Wright, and renewed the duel in the afternoon.

As the laps progressed the three leaders stayed close together and in the same order with Holladay taking the win with only a fifty foot lead over Camp, taking first 250, followed closely by Perkins, taking second 250. Steve Kirk #2 on a 360 Montesa moved up from dead last to fourth, to take the second 500cc spot. Jack Morgan won the trail bike class for the second time that day, finishing seventh overall. Jeff Wright was second trail bike, finishing tenth overall.

Steve Holladay, Husky, 1st overall.

Gaetz puts on a fine run every month with an average of a hundred riders, and being a new course every time the trail doesn't get real chewed up and the old timers don't have an advantage over the newcomers. A lot of the riders hit the Ponderosa course in the morning and still have time to make the 1:00 p.m. start at Hi Vista. Forty percent of the gate goes to trophies and everyone had a good time with time still left to go home and look for Easter eggs.

(Results on page 20)

Technicaliteze

To avoid frustration when replacing handlegrips, don't put your hand on the grip at all. Instead curve your fingers, and pulling away from the center of the bars, apply preasure only to the flaired end of the grip. It works like a japanese finger trap. Upon replacement, reverse the process and push on the closed end of the grip. If you're not particularly concerned with saving the old grip, grab a penknife and . . .zip. **Submitted by Mike Quiggly, St. Louis, Mo.**

Meet The Riders

By Bill Harmer

The President of the California Moto-Sport Club, STU PETERS of Hollywood, California has been a motorcycle enthusiast for most of his life and has been racing motocross since 1955, both in the United States and in Europe. No longer active in competition riding, he now concentrates his enthusiasm on promoting sporting events with his friend Kelvin Franks. Race promoting is more of a hobby than a vocation with Stu, and it is not very profitable, so to provide for his wife Marina and his little daughter Sandra, Stu works in aerospace as a production coordinator for Fansteel Corp. An enthusiastic and energetic racing devotee, Stu is a good organizer and any motorcycle event that he is associated with is predestined to success.

By Clara Gutierrez

Amateur Rider #78K is JOHN (Speed) GRANT of Rio Linda, Calif. John is a student at Rio Linda High School; a point of interest just for the record, John made the Honor-Roll at his school this semester. He is 16 years old, 5 ft. 6 inches tall, weighing 150 pounds.

John rides a Moto Beta, under the colors of C&R Cycle World. John gives all the credit for the performance of his machine to his father ex-racer Earl Grant. Although John has only been racing for only eight months, he has brought home 35 trophies. This boy has to be good, due to the fact, that not only is his father an ex-racer, but his mother is also an ex-racer #4U. Alice (Rusty) Grant. Now we know why John won the High-Point Trophy in his class last year at Sacramento National Raceway.

John's hobbies are motorcycles, swimming and hunting.

John's favorite track is the flat track in Chico, California.

John says he plans a professional career, the minute he turns 18. He can hardly wait to try his first professional half-mile flat track race.

COOLEY'S COLUMN

By Wes Cooley

We recently had the opportunity to have a discussion with Mr. Edison Dye, Distributor for Husqvarna in the United States. As many of you know, earlier this year Russ Darnell, one of the local Southern California champion dirt riders and an excellent motocross rider, went to Europe to compete in motocross events. What we didn't know was that Russ was sent to Europe under the sponsorship of Dye and Husqvarna.

Russ has been riding in England for several months in the national events. After leaving England, we understand he will go to the Husqvarna factory in Sweden and spend one month in their Racing Division learning all the technical techniques to make the Husky internationally competitive.

Also we understand the Husqvarna factory will spend part of the time teaching Russ everything they possibly can to improve his motocross ability. He will then be sent to compete in some motocross events throughout Europe for the remainder of the 1969 motocross season.

We're certainly happy to see that Russ had been given this opportunity, especially since he was our 1968 ACA 250cc motocross champion. We will be interested to see how Russ does in Europe on his Husqvarna and how well he does when he returns to compete in the Inter-Am motocross series the latter part of this year against some of the U.S. motocross champions.

It should be interesting to see how much improvement Russ has achieved through the training he is receiving as well as the exposure and experience. I think this will be an important factor in the decision of other manufacturers to send some of the top motocross riders from this country to compete in Europe, and then return to ride in the United States motocross series.

I feel we are coming into an era which might show quite a change in professional motorcycling in the United States. It looks as though we will see a gradual change toward a great many more professional events being held in motocross, possibly other than the Inter-Am series, with perhaps a national professional motocross calendar.

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MOTORCYCLIST ON MOTORCYCLING

GUEST EDITORIAL:

By Tom Ewing

About this motorcycle thing. Well now, all the old experienced motorcycle riders know "how it is." Those who are not concerned with bikes won't read this. So, I must be writing this for those of us who have bikes but are just beginning to become motorcycle riders.

Riding a motorcycle is really a wondrous thing for most people who do it. I say "most" because, believe it or not, there are a few people who cannot even ride a bus without getting into trouble.

To begin with, forget about terms like "sport bike", "fun bike" and such attempts to make a distinction between one motorcycle or another. Sure they are fun, but as soon as you are on a street or public road, as far as your environment is concerned, a motorcycle is a motorcycle is a motorcycle. Same rules, same regulations, same treatment from the general public. No matter how "cute" the little machine looked while it was on the showroom floor, once it is on the street it is definitely not a "toy."

This writer was introduced to motorcycles somewhat later in life than most cycle riders. I felt sorry about that because of all the fun I had missed and because I can't go around bragging about how I rode my trusty old Indian Scout cross country in a hail storm. However, when I did find out about two wheelers, I had reached an age when it is generally assumed that you have acquired a degree of reason and sanity. (Known in some circles as a dirty old man) This, in turn, may have had some effect on the operation of my throttle hand, resulting in the preservation of my health. Despite this assumption, I always have the feeling that when I climb on my bike I immediately become twenty-one years old, and when I can't ride like that any more, I'll quit.

The Motorcycle Scene

Motorcycling, for want of a better term, has so many facets that a complete and comprehensive description would take more volumes than Floyd Clymer has in his library. I leave the intricacies of "dirt", desert, and competition riding to people who are qualified to tell about it. I will try to give my impressions of the motorcycle on the roads and highways as seen from behind the handlebars. (One has to have learned something in ten years of riding).

In recent years there has been a big increase in the number of registered motorcycles on our public roads. This increase in numbers has brought about a number of conditions, and changes in the "cycle" picture. Some good, some bad.

The good part, at least as I see it, is that the ever-increasing number of riders is an indication that in spite of automation and all the trappings of our, so-called, modern society, there are still a lot of us who, in the good old American tradition, believe that we can think for ourselves.

Create Your Own Safety

Some of the other effects of the motorcycle "boom" are not exactly on the credit side for cycle riders. One debit is that most of the motorcyclists seen now are people relatively new to what they are doing, and some of them have either brought with them a complete ignorance of what is required of them to exist in vehicular traffic, or worse yet, they have brought with them all the bad habits they picked up while operating an automobile.

Another thing, the increase in motorcycles has been large enough to bring them to the attention of that segment of our society which deplores anything they don't understand and wants to make a law against it. The increase has not been large enough to make the motorcycle commonplace enough to acquaint the public with what a motorcycle really is.

This results in a situation where we have, on one hand, a minority group of motorcycle riders who cannot accurately be pictured as super intelligent, super law abiding goodie-goodies. On the other hand we have the majority group, called "cage drivers" who are in large proportion a bunch of real "dillys." Regardless of arguments or opinions to the contrary, it is my firm conviction that the average non-motorcycling, four-wheeled type is fairly ignorant of the law, very sloppy in his driving habits, and cannot take simple directions. At the same time he believes he is a good driver – just ask him.

"OK", you say, if everything is all that bad, what can I do about it if I want to ride a motorcycle? I will concede that the automobile driver must have some good qualities, due to the fact that in ten years none of them have run over me, even when I was obliged to give them the opportunity. The following philosophy has worked for me:

Talk to old (and successful) motorcycle riders who have been riding for years. They can give you a lot of tips on how to conduct yourself on the road – things they just automatically do in the way of defensive driving without even having to think about it.

Read all the articles on defensive driving and safety that you can get your hands on. Opinions from person to person may differ, but there is usually food for thought in all of these efforts.

Learn everything you can about your machine, even little, relatively unimportant things, and become as familiar as possible and practical with exactly what it will do and what it will not do.

When you are on the road, keep as much distance as is possible and practical between yourself and the nearest automobile, even if your grandmother is driving it. Maintain a sort of "Lonesome George" attitude on the freeways.

Build good habits and break yourself of bad ones. Know why you should not sit at an intersection holding your clutch with the bike in gear.

One more thing I might add. When you are "out there", you are a natural attention getter. Try not to operate in such a flashy manner as to attract even more attention because your efforts may be misunderstood by the nearest traffic officer with the result that you will spend less time on your bike and more time in traffic court.

If you do receive a citation which you know to be unfair or unjust, make sure you know the law, and hire an attorney to present your case to a jury. You would be surprised how fairly you may be treated in a court of law.

About riding the bike and your relative position as far as safety is concerned – After having the experience of riding, and only after having this experience, a fairly intelligent man with his own good common sense and logic, will realize that on a motorcycle, much more so than in an automobile, he alone creates his own safety. He has in his own hands the power to make himself very, very "safe" or he can put himself in danger. Riding a motorcycle is not at all difficult, does not require any herculean effort or special skills, but it does require self control and some degree of good judgement. That is why the motorcycle rider is a proud man.

There are "hard core" motorcycle riders (people who ride every day and really "use" the machine) who ride the smaller displacement type bikes. I happen to prefer a BIG machine. If there is a reason for this, I think it is that I believe I should be more or less compatible with auto traffic, and a big machine will do the job. I don't believe that the really BIG machine has been offered for sale yet, at least not at the accepted "big machine" price.

Don't believe all those stories you hear about the "fabulous" machines which were manufactured years ago and no longer exist. Some of those bikes had a few built-in habits, inconveniences, and assorted bugs that you might not like to live with now.

I do not believe that anyone ever bought a motorcycle purely for the sake of obtaining economical transportation, even if he did use that for an excuse. I have enjoyed a few pocketbook advantages by riding bikes, but that is not why I ride them. The motorcycle has something about it that will attract anyone who has an open mind and is the sort who does not allow himself to be unduly involved in the useless luxury sometimes offered to us in our society.

The current fads, and some of our more conventional doings leave a thinking man absolutely empty. Riding a motorcycle "ain't no big thing", but it does give one a sense of satsifaction and a sense of genuine enjoyment which is sadly lacking in so many endeavors, and isn't that what life is all about?

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380 cc engine 82mm bore x 72mm stroke = 380 2cc. Crankshaft power output 39 bhp at 7,000 rpm. Compression ratio 10.7 to 1. Twin exhaust port aluminium cylinder, with cast iron liner Cylinder is strain relieved and stabilised by heat treatment Continuous fins over combustion chamber. Cylinder fixed to finned crankcase by eight bolts. Cylinder head has six bolts Full circle flywheels for racing crankshaft on caged roller bearings.

Carburettor: Amal 900 with concentric float chamber. 30mm bore on 250 cc; 32mm on 380 cc model. Insulating washer to inlet manifold is ¼ inch thick. Separate Fram air filters on each side of machine to large capacity induction chamber.

Ignition: Compact outside flywheel only 3¾ inch diameter. Energy transfer to separate high voltage coil.

Exhaust: 250 cc: single exhaust pipe with special expansion chamber. 380 cc: Twin pipes siamessed into single expansion chamber developed to give optimum performance.

Gearbox and clutch: Four-speed Greeves box with new selector mechanism. All-metal Greeves clutch. Overall width of clutch and gearbox reduced. Assembly is 9lb lighter. Overall gear ratios (with 54 tooth rear sprocket). **250 cc:** 21, 16.2, 12.6 and 10.7 to 1. **380 cc:** 17.7, 13.6, 10.6 and 9 to 1.

Transmission: Renold chains. Endless duplex primary in oil bath. Final drive by ⅝ inch x ¼ inch chain.

Frame: All-tubular frame, of tempered Reynolds 531 tubing. Bronze and arc welded. Large diameter front and top tubes Duplex rear loops. Engine-gearbox assembly fixed by four bolts for easy fitment and removal.

Suspension: Greeves-Ceriani telescopic front fork. Square section rear swinging arm on bonded rubber bushes. Girling dampers.

Wheels: Greeves aluminium conical hubs, with larger spoke flanges. High tensile rims with 9 gauge rustless spokes and plated nipples. Front WM1 x 21 with Dunlop Sports 3.00 x 21 tyre. Rear WM3 x 18 with 4.00 x 18 tyre.

General data: (in brackets when different on 380 Griffon) Weights 216lb (227lb). Wheelbase 55 inches. Ground clearance 10 inches. Handlebar width 32 inches. Seat height 32½ inches. Engine sprocket 21 teeth (23 teeth). Gearbox sprocket 13 teeth. Rear wheel sprocket 54 teeth.

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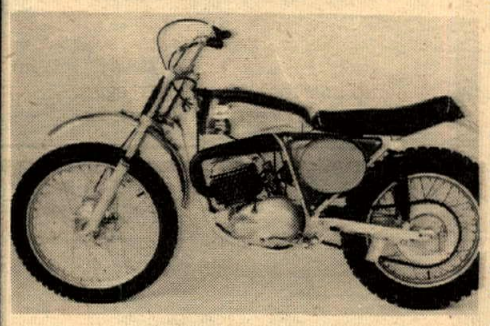

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Bailey Bounces Back – Another Clean Sweep

By John Shedd

Gary Bailey spent the week riding and tuning his formidable array of equipment.

CARLSBAD, Calif. Apr. 13 – Last week Gary Bailey was shut out of a win in the first event of the CMC series, but this week at the alternate track he bounced back to win all three of the senior classes. Lars Larsson picked off the 250 and 500cc wins last week at Saddleback, but since Lars is not competing for points, they went to second place Bailey in the 250cc and Jim Wilson in the 500cc class.

Bailey is the only senior rider who has accumulated 12 points in the series three, but Junior riders, Bruce Baron in the 125cc class and the Harber brothers from Las Vegas, are all tied in points for the trip to the old country.

Tom Rapp was able to fend off Larsson and Bailey last week, but Bailey was not to be denied the win. He had practiced and tuned many hours this past week for it. Tom brought his Bultaco from behind to win the first leg, but Bailey kept his Penton out front in the last two motos of the class.

The best race of the day for first place was in the second division of the 125cc junior class. Sachs riders Bruce Baron and Steve Goldberg fought it out tooth and cog in all three legs. Bruce took the first one and Steve the second. With each rider having six points from last week and a moto apiece there was a lot riding on the outcome of the final moto. It was hard fought, close all the way, and Bruce edged Steve out in the final dash for the flag.

It was a three way race between Bailey, Larsson and Bill Silverthorn in all motos of the 250cc senior class. Larsson took the lead in the first, but Bailey wheeled his Greeves out front on the second lap and went on to win it. Leg number two started out a duplicate of the first, but Husky mounted Bill Silverthorn did his thing near the end and won it with Bailey finishing third behind Lars but still taking the class.

There was plenty of competition for Bailey in the 500cc senior class. Preston Petty, Jim Wilson, Chuck (Feets) Minert and Tim Hart all did their best to give Bailey a back seat at one time or another, but "Gapy the jet" pulled off two wins and one second place behind Jim Wilson (Greeves).

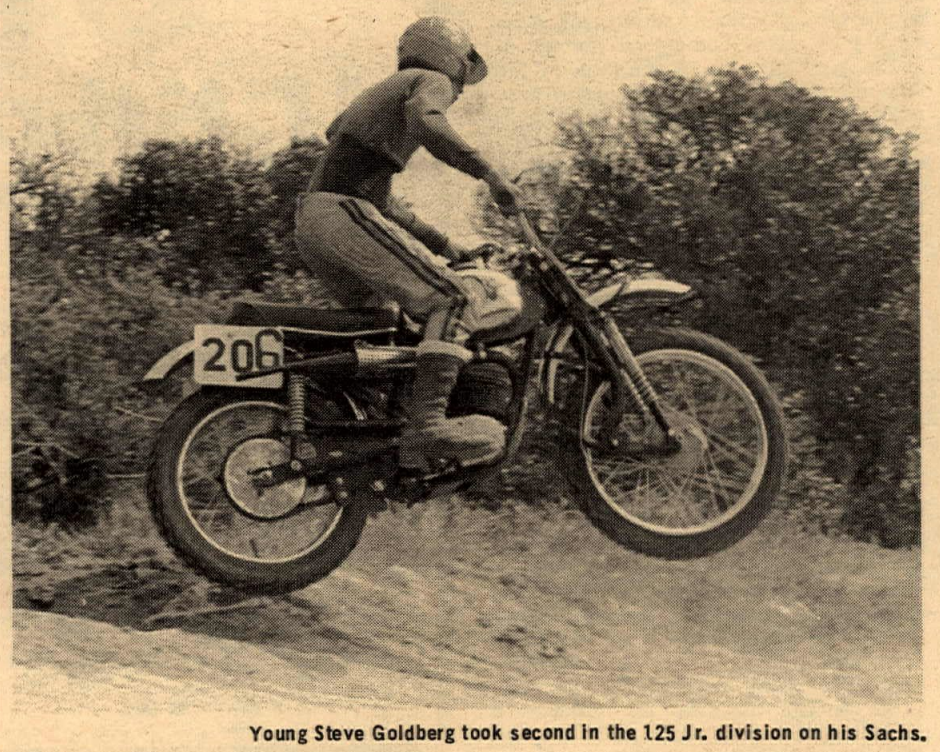
The CMC had a great turn out for their second event of the Trip-to-Europe series at new Carlsbad course. There were so many juniors that the 125cc and the 250cc classes each had to be broken up into three divisions, and the 500cc class was divided into two divisions. This breakdown provided eleven classes and each ran three motos. More than a few thought that with 33 races to be run it might prove to be the first "night" motocross, but by 5:20 p.m. the very efficient club had it over and done with. And that's including completed results.

Competition will no doubt become keener as the ticket to England gets closer, so don't miss the next one at Saddleback Park on May 4.

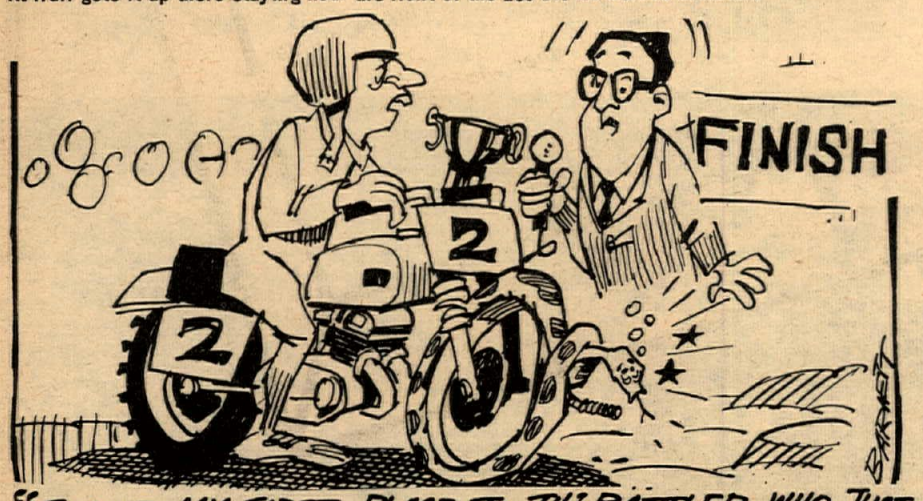
(Results on page 20)

Tom Rapp, here Bultaco mounted, grins in pursuit of Bailey. He rides for Mitco store.

R. Hall gets it up there staying near the front of the 250 Jr. motocross division.



Young Steve Goldberg took second in the 125 Jr. division on his Sachs.



CMC SERIES RESULTS
Carlsbad, Calif.
Apr. 13, 1969

By John Shedd

125 JR. DIV. I

T. Shumate	Sac
G. Ryder	Hod
F. Cox	Sac

125 JR. DIV. II

Bl Baron	Sac
S. Goldberg	Sac
J. Lewis	Pen

125 JR. DIV. III

B. Vacca	Bul
R. Benitas	–
B. Holcomb	Hod

250 JR. DIV. I

J. Harber	Gre
B. Goman	Oss
R. Hall	Yam

250 JR. DIV. II

C. Lunde	C-Z
G. Harris	Hus
B. Pettigrew	Hon

250 JR. DIV. III

M. Para	C-Z
B. George	Hus
R. Burkert	Yam

500 JR. DIV. I

P. Harber	Gre
R. Bunn	C-Z
D. Mardon	Hus

500 JR. DIV. II

M. Harrison	Mai
B. Cambell	Hus
B. Pettigrew	Mon

125 SR.

G. Bailey	Pen
T. Rapp	Bul
M. Runyard	Sac

250 SR.

G. Bailey	Gre
B. Silverthorn	Hus
L. Larsson	Hus

500 SR.

G. Bailey	Gre
J. Wilson	Gre
T. Hart	Mon

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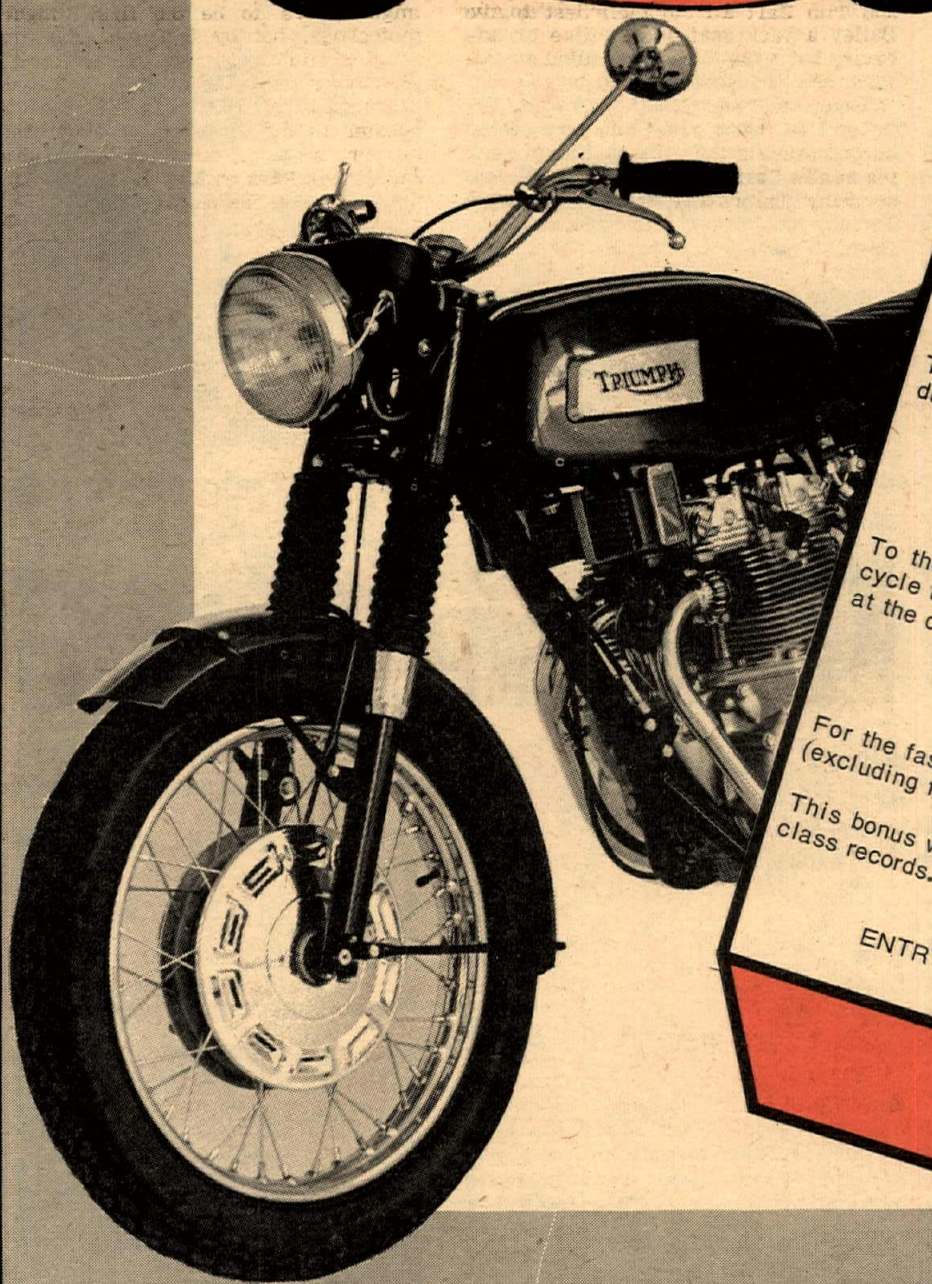

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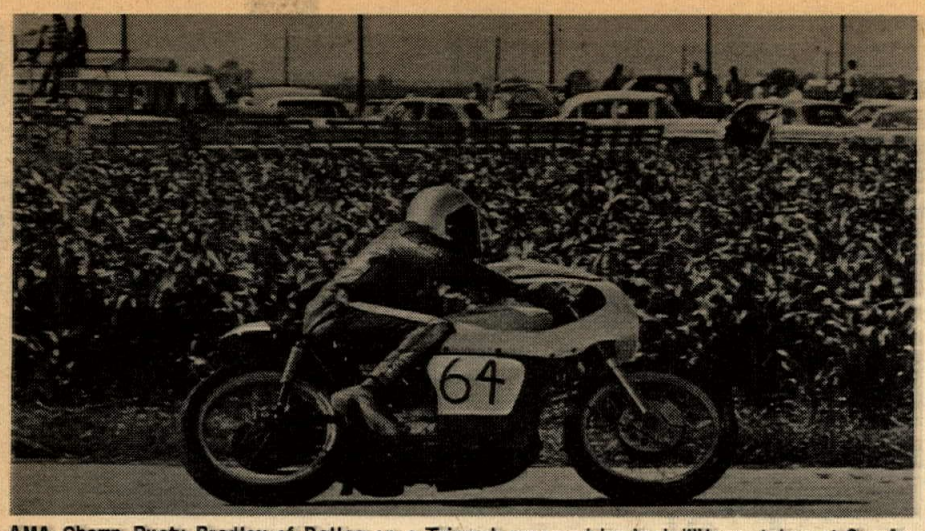
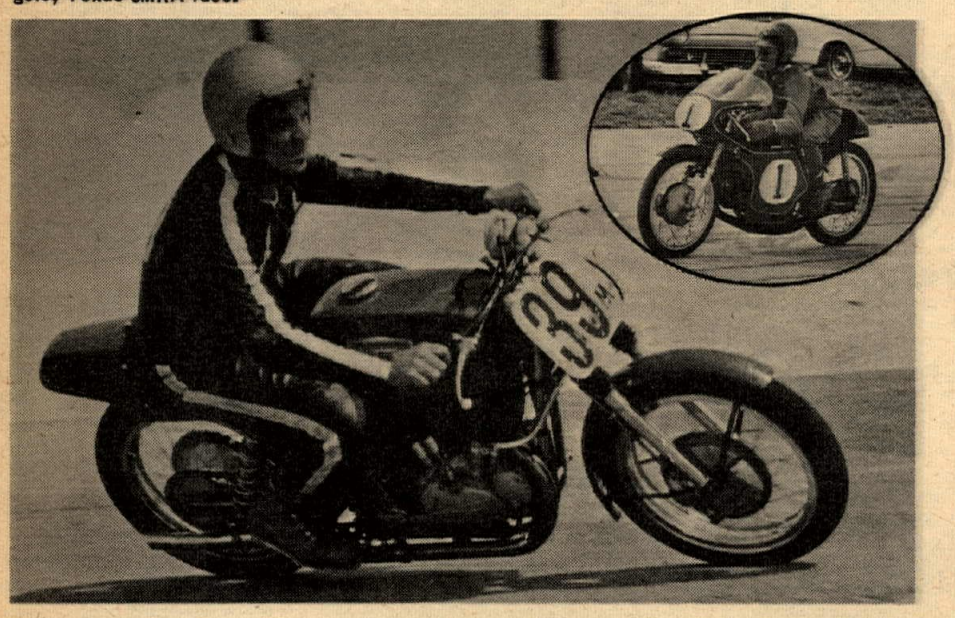
Texas Road RACERS Sweep '68 AMA National Sportsman Classes

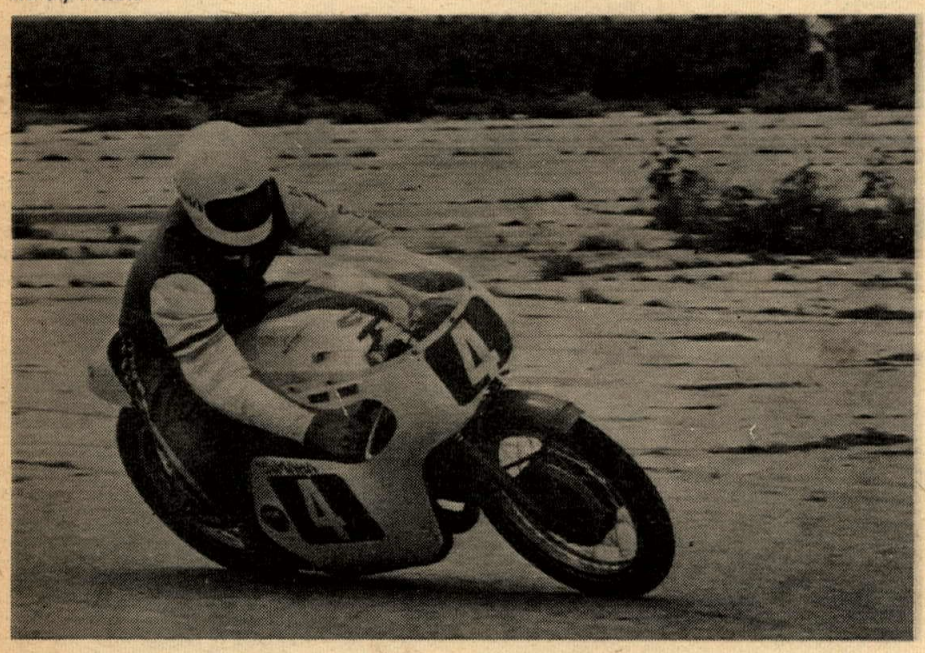
By Jim Hall



AMA Champ Rusty Bradley of Dallas on a Triumph prepared by Jack Wilson, taken at San Angelo, Texas SMRA race.



Policeman LeRoy Ferry, H-D, seen at Austin. In cameo, young Mike Kidd on factory Bul. from Hurst, Texas.



Mike,Cone, Sherman, Texas Yamaha champion, seen at San Angelo last June.

Six Texas lads who compete on the Southwest Motorcycle Racing Association's road racing circuit compiled enough points to win their respective classes in the 1968 AMA National Sportsman Point Standings. Texans captured six of the eight classes and held twenty of the thirty-five positions listed by AMA on the sportsman road racing scene. An outstanding rider Mike Cone, winner of the 250cc class had the highest season total with 125 points, and versatile Rusty Bradley was the overall leader with a combined class total of 129 points.

"The Texas Flea" little Johnny Bryant of Fort Worth, riding on Allen Jackson tuned Yamaha did enough winning to hold down the coveted number one position in the 100cc class. It is probably the most competitive class on the Southwestern Circuit.

Another native Texan, Mike Kidd, small in size only, handily won the 200cc class on a factory Bultaco prepared by Curtis Terry's Honda Motors of Fort Worth. The father and son team of Mike and Don have been racing for about six of Mike's sixteen years, and he would have done much better but a midseason accident put him on the fence until just recently.

Mike Cone and his dad, Harry a Yamaha dealer, have teamed up for the best combination to ever campaign out of the small Texas city of Sherman. Mike, winner of the 250cc class, was also the man who carried home the big bucks from the 78-mile novice event at Daytona this year and was the high point rider on the SMRA Circuit.

And then there is Bennie Hardwick (who's alive and well) from Dallas, who had accumulated enough points with his 500 Suzuki in the stock production races to maintain his lead in the 500cc class even after a tragic accident cut his racing season short. Bennie and his father, Vernon, a Suzuki and BSA dealer in Dallas, are both active in motorcycle racing in Texas. They have big plans for when Bennie fully recovers.

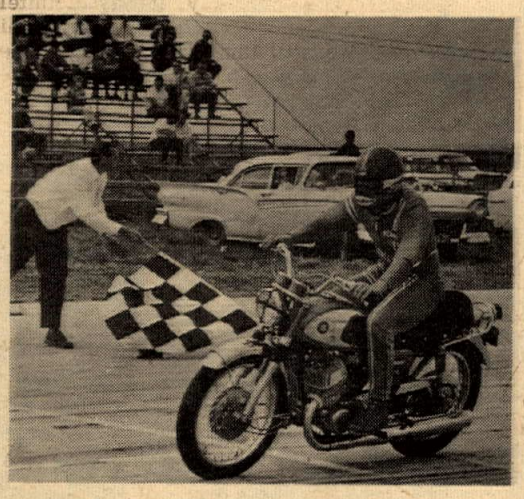
Three riders are tied for first place in the 501 to 900cc class with each having 20 points; Leroy Ferry, a San Antonio policeman who rides a works Harley, Jet Tharp who along with his dad runs a Yamaha dealership in Brownwood, and David Renfroe, a Triumph rider from Dallas.

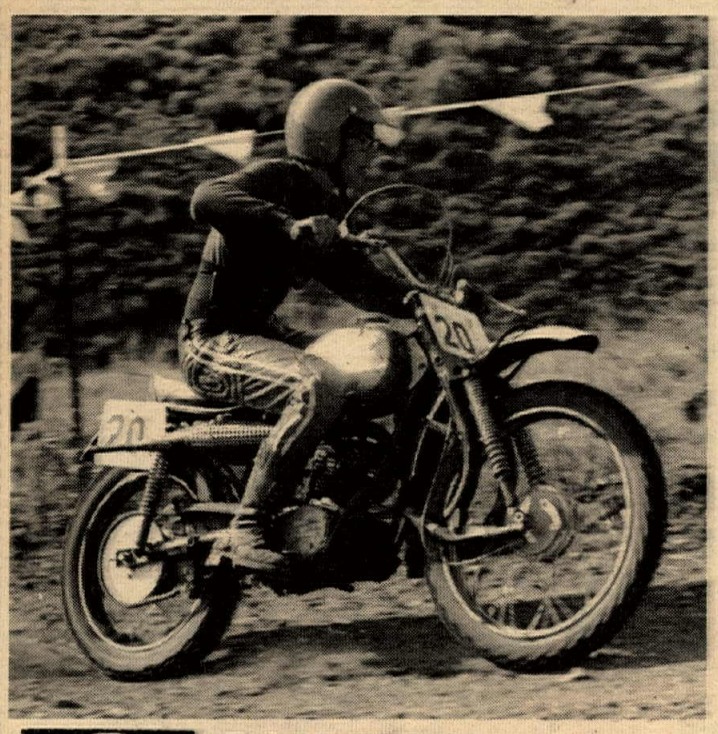
In the 901 to 1250cc class it is Rusty Bradley of Dallas. Rusty comes from the Triumph camp and rides a super-strong bikes that is groomed by the veteran wrench Jack Wilson of Big "D" Cycle Center in Dallas. Rusty also won the SMRA open class points standings.

Pres. of Texas m/c dealers assn. Carl Williamson presents trophy and check to Mike Cone at '69 award banquet, for 250cc SMRA point standings lead. Mike did it on a Yamaha.

Above: Johnny Bryant of Fort Worth took the national AMA sportsman road racing championship of the 100cc class. Here he's seen at San Angelo on his Yamaha.

Below: Suzuki mounted Bennie Hardwick of Dallas motoring here to a production class win, gained enough points to win 500cc class even after unlucky break set him on fence much of season.





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SCRAMBLIN AROUND

By Maureen Lee

On May 4th, the Oxnard M.C. is throwing a no-point scrambles at Perris and we hope they have a good turn-out. They are primarily a road club but they have enough members with competition backgrounds to pull a scrambles off. They are also throwing a poker run the same day terminating at the track which will give us all a chance to see how the other half lives. I know road machines don't turn many of us on; it takes machinery like a C-Zed or a Griffon personally speaking, but let's try and co-exist on that particular Sunday without too many snide comments, huh? One reason is that if this is a success other clubs may want to co-operate with the road people and we'll point out why. Money! What scrambles club wouldn't like a bigger gate at a race and think of all the loot coming through the gate with only 150 road bikes showing up!

We know July is a long way off, but if you have a vacation around the 20th, go up to Vancouver if you can, and ride the motocross there the Totems put on. It was a gas last year (just ask anyone who went) and the course is excellent. It's not too rough so you won't come home with a busted frame, but it's good.

We're sure glad to see Bay Mare reopen. One of the new management was on hand at the District Sports Committee meeting and it sounds like they've really got something going for them up there. If your club is thinking of where to throw your next one, check with them. Their fee schedule is different than in days gone by.

If you noticed that bit about five-porting being illegal a couple of weeks ago, with all due respect to Mr. Jules Horkey, we have gone through that rule book until we're blue and can't find that rule anywhere or any rule that could be interpreted that way. It was definitely stated in last years' book but not in this one. We still think it would have been fun if just one protest on five-porting was filed last year, and then to watch half the lightweights in District 37 head for the hills and a legal piston!

If you have new boots and can't find someone to wedge them properly, try Maletta's at 5505 Stearns in Long Beach. The store is behind the Mobil Station, and the little gentleman there does a slap up job on racing boots although we suspect he considers racers are crazy!

More US Foreign Successes

Last week we mistakenly alleged that Ron Nelson's 10th place motocross finish in his first foreign race at Jovart, Belgium was the best placing an American has ever achieved in European motocross. We owe an apology to Bud Ekins, who notched a 3rd at Hawkstone, England in a 1952 world championship G.P. scrambles (motocross), Paul Hunt, who scored a third in an international meet in Italy in 1963, and Stu Peters, who was second in a 1963 international at Vannes, France.

In addition, Charlie Hockie, Ray Mc Carty, Bill Silverthorn and Bill Thomas enjoyed some success in their recent European motocross tours.

Nelson's 10th place in his first foreign outing is "a marvelous thing," according to Paul Hunt, who raced three years in Europe. "It usually takes three years to make the first fifteen," Hunt says.

MOTOR MAID WINS HONOR

By Bill Harmer

Phyllis Clark, Riverside housewife and mother of 5, recently placed 5th nationally in the AMA's annual "Typical girl rider" contest and was honored in ceremonies at Daytona during the "National speed week".

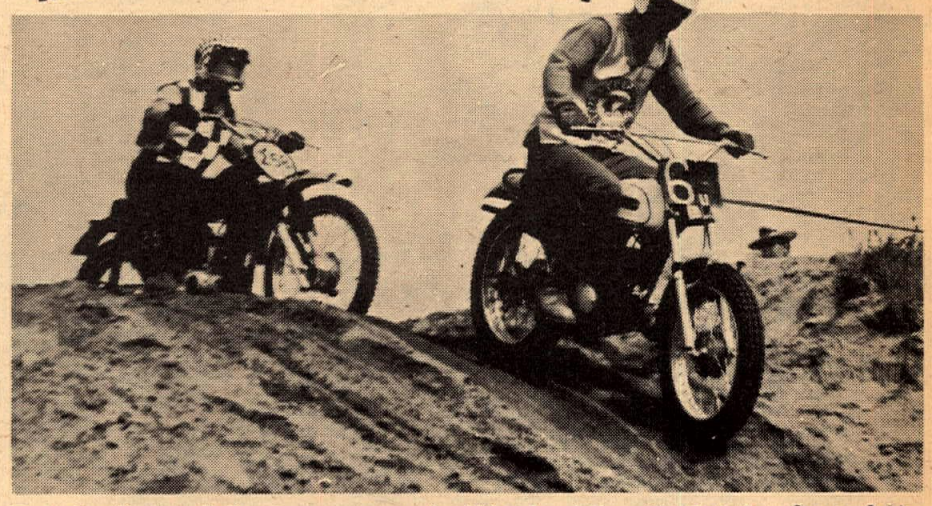
Phyllis, who is Southern California State Director of Motor Maids Inc. made the trip to Daytona and back to Calif. on her BMW sidecar rig accompanied by her spouse Burney.

When interviewed at the "Yuma prison run" she proudly pointed out that six of the top ten contestants were members of the Motor Maids Inc.

Phyllis and Burney own five BMW motorcycles and Burney keeps them all in top condition. All five of their children as well as their son-in-law are cycle enthusiasts and win more than their share of field events trophies at the many tours and rallies that they attend. Whenever they have a trophy for the largest family mounted on motors, the Clarks add another trophy to their well filled trophy case.

Phyllis has many prizes for "Best dressed woman cyclist" and specializes in field events. She would like to see more women motorcyclists in the Motor Maids Inc., an organization of which she is very proud and urges all gals who have motorcycles of their own or who have access to their husband's or father's machine and ride them solo, to contact her by mail or phone. She will be very happy to hear from you and will give you complete details about Motor Maids Inc. Her address is: Phyllis Clark, 9648 52nd St., Riverside, California 92509. Phone (714) 685-6868.

MOTOCROSS AT SPROCKET PARK



Photos By Jack Light

Top: Don Hughes (Bultaco) winner among the 250cc Jrs. followed by 2nd place George Snider. Above: Woody (6) Wilson, Yamaha, 125cc Senior winner and Gary Emory, 2nd.

By Ernie Winslow

Always proud of their scrambles course, the Bakersfield Sprockets M.C. in a constant effort to stay abreast of current competition, constructed a new motocross track at their China Grade raceway. This new innovation is completely independent of the scrambles track. The greatest advantage is for the spectator as the track is bordered by a bluff that gives a clear view of the course.

The general consensus of the riders at the March 23 race was the track rated among the best in district 35 but could be a little wider in certain spots. The only place needing widening for the 125 Juniors was straight up as these boys were airborne most of the time.

Wayne Garrett and Ron Ely played tag down to the final moto. Garrett rode a Yamaha with Ely on a Maico.

Woody Wilson emerged the victor in the Senior division of this class with a fine second effort in the first fifteen minute affair. After a poor start, Wilson moved from dead last to barely miss first place with a soaring leap at the finish line.

The 250 Juniors were outclassed by Don Hughes and George Snider. Hughes won the first moto with Snider nipping at his heels and things were just in reverse for the second. The last go-around was just as close with Hughes winning by a wheel. Hughes was Bultaco mounted out of Griff's Motorcycle Store.

Snider, better known for his prowess in midgets and "Indy" cars, managed to squeeze in a motorcycle event before leaving for the East to begin the current season. Snider was aboard Mike Lane's Yamaha. For the fans wondering about "Mighty Mike," he suffered a broken thigh at a recent event and will be out of action for a time.

Dennis Keefe from Bishop showed what desert riding can do for you by winning the 250cc Senior class with such ease that his potent "Husky" hardly got warmed up.

BSA powered Mike Keen led the Open beginners all the way with Jim O'Hara placing second. It was either a Matchless riding an O'Hara or the other way around for at the conclusion Jim said he was so tired the bike must have ridden him.

The final class of the day was an all-Maico win. Bill Oliver won all three events with Ed Taylor winding up second.

(Results on page 20)

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MAICO WINS

Coos Bay Cross Country 4/6/69
1st OVERALL – Jack Baxter

Sprockets M.C. Motocross 3/23/69
Open Senior Class
1st Bill Oliver
2nd Ed Taylor

Salinas Winter Scrambles 3/23/69
40" Expert Class
1st Ray Clausen

Hilltoppers Motocross 3/23/69
360cc Class
1st Jack Baxter

AVAILABLE AT THESE DEALERS

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Tatro Machine San Diego
Suzuki of S. B. Santa Barbara
Custom Eng. Bakersfield
Riandas Cyclery Salinas
Yamaha of Montclair Montclair
Keener Cycle Visalia
Jewett Motors Modesto
Jorgy's M/C Stockton
Harry O. Wilson Inc. Fresno
Orange Co. Cycle Santa Ana
L.B. Tri. & Ariel Long Beach
Macklin M/C Center Norwalk
Dub's Cycle San Bernardino
Shell Motors Lynwood
Tracy's M/C Burbank
Triumph of Burbank Burbank
Lamoreaux Cycle Sunland
K & N M/C Riverside
Ike's Cycle Shop Lancaster
Don Vesco M/C El Cajon
Hueneme M/C Serv. Port Hueneme
Doug Douglas San Bernardino
C-H M/C Arlington
Dyer Mfg. Co. San Bruno
Midway Cycle Hemet
Triumph-Suz Motors Pomona
Cycle Mart Milpitas
Petaluma Cycle Cen. Petaluma
San Luis Cyclery San Luis Obispo
Orangevale M/C Cen. Orangevale
Santa Cruz Cyclery Santa Cruz
Richard Miller Eureka
Roberts Motors San Leandro
A & A Motors Redwood City
Sports Center Pittsburg
Campus Suzuki Berkeley
Fairfield Honda Fairfield
Steve Hurd M/C Montebello
Ed Kretz Monterey Park
Lawndale Cycle Lawndale
Crowell Cycles Inglewood
OREGON
Honda of Beaverton Beaverton (Portland)
Harless Outdoor Coos Bay
Indian N.W. Sales Portland
European Motors Corvallis
Roner's Cycle Salem
Lee Miller's Inc. Klamath Falls
Rogue Valley Talent
Jack Baldwin M/C Santa Monica
Jims Cyclery Coalinga
Allied Cycle Newhall
M/C Specialties City of Industry
WASHINGTON
Bridgestone Cycle Kennewick
Evergreen Honda Everett
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Cliff's Cycle Bremerton
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Bob's Motorcycles Longview
Allan McClain Clarkston
Industrial & Marine Hoquiam
TEXAS
Bob Colwell Sports Fort Worth
Harry's Cycle El Paso
Gene's Honda Plainview
Universal Motors Dallas
Radco M/C Houston
NEVADA
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K & W Cycle Elko
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Overseas Motors Wichita
ARIZONA
Central Cycle Tucson
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Camelback Honda Phoenix
IDAHO
Boise Sport Cycle Boise
Maas Repair Roberts
Dillon Cycle Caldwell
Idaho Cycle Pocatello
OKLAHOMA
Maxwell M/C Seminole
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Leo's M/C Bloomington
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Canyon Cycles Boulder
(list under Okla.)
Modern Auto Tulsa
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S.C.T.A. TRIALS
Saddleback Park, Calif.
March 30, 1969

By Gary Barton

MASTER	
Jack Ward	Bul
Gary Davis	Gre
Tom Stowers	Gre
Gene Lindley	Mon
Bob Grove	Bul
Robert Nickelson	Hod
Dave Evans	Bul
Edward Davenport	Bul
John Walter	Bul
Duane Stone	Bul
Don Lawrence	Bul
Jack Milne	Hus
EXPERT	
John Brewer	Cot
Kevin Walker	Bul
Geoff Hammond	Hon
Norman Crowell Jr.	Oss
Jack Norman	Cot
AM. LIGHTWEIGHT	
Bill Batzloff	Cot
John Schulz	Spr
Wally Albright	Bul
Larry Frakes	Gre
George Hutchinson	Bul
Fred Haas	Bul
R. Griot	Gre
Gary Sowell	Bul
Victor Conaway	Bul
Roy Watson	Tri
Bill Deeter	Mon
Gary Becker	Bul
Gale Searing	Bul
Charles McHose	Bul
AM. ULTRALTWT.	
Bob Riggs	Hod
Dean Klippert	Hod
Donn E. Stewart	Hod
Glenn Henry	Hod
Bill Earl	Honsuz
Dee Cameron	Hod
Norm Dollarhide	Kaw
Hawk Kerlin	Hod
Bob DeVore	Hon
Nancy Walters	Hod
Doral Eckhardt	Hod
Gale Searing	Hod
WOMENS DIVISION	
Deedee Earl	Hod
Edna Evans	Bul
Doreen Portner	Hon
Joyce Davenport	Hod
Donnie Stewart	Hod
Nancy Tallaksen	Bul
Sandra Hutchinson	Hod
Vickie Haas	Hod
Joanne Clement	Hod
Nila Grove	Hod
Constance Becker	Hod
Eleanor Kavanaugh	Hod
KIDS DIVISION	
Greg Lersch	Hod
Martin Belair	Hod
Scott Montgomery	Hod
John Buxton	BSA
Debbie Evans	Toh
Marvin Strickland	Suz
Mark Hanson	Hod
Scott Riggs	Suz
Mark Gaisha	Yam
Rocky Kavanaugh	Hod
Dean Searing	Suz
Mark Miriani	Hon
Marc Camp	Hon Mini

Results

TROJAN TT
South Gate, Calif.
April 10, 1969

100cc TT	
Dale Hopkins	Suz
Jack Morgan	Hod
Greg Cunningham	Yam
Jim Raymond	Suz
Bob Byers	Yam
John Fries	Suz
Carl Gasaty	Hod
Don Sullivan	Hon
Joe Monohan	Yam
Doug Field	Hod
Joe Ambrose	Suz
Dave Valentine	Hod
100cc FLATTRACK	
Jim Raymond	Suz
Lou Harman	Hon
Scott Autrey	Bri
Allen Swett	Hon
John Fries	Suz
250 TT	
Larry Shoemaker	Yam
D.C. Ralph	Bul
Irwin Moon	Bul
Don Cook	Bul
Jim Grishme	Bul
Bob Millner	Yam
Dick Miller	Mon
Glen Bolenbaugh	Yam
Dennis Burkman	Kaw
Paul Kastriaks	Bul
Jeff Imber	Ben
Jim Elliott	
250cc F.T.	
Tom Vardeman	Bul
Jim Grishme	Bul
Larry Shoemaker	Yam
Frank Ching	Kaw
Irwin Moon	Bul
Bob Millnor	Yam
Mark Dolce	Hon
Glen Bolenbaugh	Yam
D.C. Ralph	Bul

CAMPBELL M.C. HILLCLIMB
San Jose, Calif.
April 6, 1969

By M. Oxford

	Time
200 NOVICE	
Leonard Garcia	8:46
Larry Silva	9:64
200/250 AM. & EXP.	
Albert Ponti	6:82
250 NOVICE	
Mel Cunha	8:20
John Carasco	8:60
Don Cortez	9:86
Carlos Carrasco	10:57
375 NOVICE	
Rodger Voyles	7:09
George Gorman	7:77
Harvey Garone	8:25
Junior Catlett	8:55
500 NOVICE	
Tom Garcia	7:80
Bill Landsborough	8:79
John Prebble	8:44
650 NOVICE	
Tom Elsa	5:76
Daniel McNabb	6:02
Jim Thompson	6:03
Fred Evans	6:65
650 AMATEUR	
Don Cody	5:99
OPEN CLASS	
Daniel McNabb	5:90
(Top Time of the Day)	

CLIFF HANGER ENDURO
Hemet, Calif.
April 6, 1969

		Pts.
0-125cc TRAIL CLASS		
Earl Roeseler	Sac	986
Tommy Cook	Yam	985
Larry Cook	Yam	984
126-250cc LTWT. CLASS		
Roy Sheridan	Yam	974
Dennis Christensen	Yam	972
Dewaine Hutchins	Yam	968
251cc OPEN HVYWT. CLASS		
Richard Ahlefeld	Tri	987
Bill Robinson	H-D	982
Wendell Ellett	Tri	981
POWDER PUFF CLASS		
Karon Biehler	Hon	964

FINISHERS:	983 Pts.
Larry Roeseler	983
W.A. Harris	977
James Seluidge	977
John Etchart	975
Larry Maddox	971
Louie Dunn	970
Ed Steffen	964
Danny Hensley	963
Phil Turgasen	950
Mac Cobb	947
Ron Giacomo	943
Chris Christensen	942
Daniel Flores	932
Jim Collins	929
John Deck Jr.	919
Woody Woodmansee	892

Trophies at Hemet Cycle Center, 700 W. Florida Ave., Hemet. (714) 658-8062

ARIZONA TT CHAMPIONSHIP
Tucson, Apr. 13, 1969

By Maureen Lee

0-125cc NOVICE	
Don Sherman	Kaw
Danny Croyle	Yam
Ray Frank	Yam
0-125 AM./EX.	
Mark Kruse	Kaw
John Rice	Sac
David Landry	Suz
500 NOV./AM.	
Rick Williams	H-D
Bob Haymaker	Hon
Bill Reynolds	Tri
OPEN EX.	
Don Byron	Tri
Robert Boaz	Tri
Dewyne Jones	Tri
250 NOV.	
Mike Toussa	Kaw
Bryant Young	Kaw
250 AM.	
Randy Ellis	Bul
Norm McDonald	Yam
OPEN NOV.	
Al Smith	BSA
Roger Powers	Tri
Rich Wellse	BSA
250 EXPERT	
Dave Aldana	Oss
Ted Longwith	Oss
Stan Rogers	Kaw
SWEEPSTAKES	
0-125 John Rice	Sac
250-Ted Longwith	Oss
Open-Robt. Boaz	Tri

SPROCKETS MOTORCYCLE CLUB MOTOCROSS
Bakersfield, Calif., 3/12/69

By Ernie Winslow

0-125cc JUNIOR	
* Wayne Garrett	Yam
* Ron Ely	Mai
* Gil Robbins	VT Hod
* Don Andreata	Pen
Mike Keen	Sac
Tony Shine	Sac
Bob Dietz	Mai
Tom Bradshaw	Sac
Jim Borden	Sac
Phil Taylor	Mai
Alvin Griffith	Bul
Clifford Haskin	Kaw
Jack Boone	Hod
Bobby Boydston	Kaw
Bruce Walker	M-B
Jeff Johnson	Hod
0-125cc SENIOR	
* Woody Wilson	Yam
* Gary Emory	Mai
Carmon Minder	Sac
William Steagall	Sac
Rick Goodwin	Sac
126-250cc JUNIOR	
* Don Hughes	Bul
* George Snider	Yam
* Norm MacKenzie	Bul
Joe Villanueva	Kaw
Bob Leppek	Yam
Don Akman	Bul
Bob Miner	Tri
Harley Pace	Yam
John Villanueba	Tri
Ronald Markarian	Hon
M Mike Wells	Bul
126-250cc SENIOR	
* Dennis Keefe	Hus
Woody Wilson	Mai
Norman Enderle	Bul
OPEN JUNIOR	
* Mike Keen	BSA
* Jim O'Hara	Mat
Terry Davis	Hus
Jim Evans	Mai
Mike Hilborn	Mai
OPEN SENIOR	
* Bill Oliver	Mai
* Ed Taylor	Mai
Pete Willis	Duc
Mike Thompson	Mai
Jack Gentry	Mat

Attention all riders:
Because this was our first MX, and because we were operating on a short time schedule, everything was on a more or less catch as catch can basis. Any comments or suggestions you have, pro or con about the race or the track would be appreciated. Our address is:
Sprockets M.C., Box 6132, Bakersfield, Cal. 93308
* Trophy Winner. Trophies may be picked up at 510 Loch Lomand Dr., Bakersfield or at our next MX on May 18, 1969.

SMOKE BOMB GAETZ HARE SCRAMBLES
April 4, 1969

By Dick Wright

1. Steve Holladay	500	Hus
2. Dick Camp	250	Bul
3. Jerry Perkins	250	Yam
4. Steve Kirk	500	Mon
5. Dennis Ripple	500	Hus
6. Don Grieve	250	Yam
7. Jack Morgan	100	Hod
8. Don MacDonald	Op	Met
9. Rocky White	250	Bul
10. Tom Mills	Op	Tri
11. Ron Grieve	250	Yam
12. Jeff Wright	100	SS Hod
13. Don Hinkly	250	Bul
14. Bob Visey	250	Yam
15. John Larsen	250	Hus
16. Harold Mortensen	Op	Nor
17. —		
18. David Thompson	500	Met
19. Bruce Curtis	250	Yam

WHITEMAN
Pacoima, Cal.
Sat., April 12, 1969

By Carol Sims

4-LAP TROPHY DASH
1. Steve Bast
2. Jack O'Brien
3. Norm Elledge
4. John Hateley
Time: 1:00.12

4-LAP "B" MAIN EVENT
1. Mike Bast
2. Norm Elledge
3. Ron Miller
4. Terry Graham
Time: 1:02.80

4-LAP "A" MAIN EVENT
1. Steve Bast
2. John Hateley
3. John Carter
4. Jack O'Brien
Time: 1:00.92

4-LAP HEAT RACEWINNERS
Jack O'Brien, Rick Woods, Norm Elledge, Steve Bast, John Hateley, Sonny Nutter, John Carter, Jim Ashworth

4-LAP SEMI WINNERS
Jack O'Brien, Steve Bast, John Hateley, John Carter

OFFICIAL RESULTS LOS ANCIANOS ANNUAL HARE SCRAMBLES 3-30-69

*B. Silverthorn	250E	Hus
*D. McCarley	OE	Mon
*G. Fetty	OE	Hus
L. Baker	OE	Hus
B. Grouleff	OE	Hus
L. Slaughter	250E	Gre
D. Hussong	OE	Hus
*R. Vesco	125E	Sac
Z Prather	OE	Hus
D. Petterson	250E	Hus
*W. Matlock	250N	Yam
H. Backer	OE	C-Z
*R. Thomson	250N	Yam
J. Stemmer	OE	Tri
*P. DePalmer	125N	Yam
*G. Hovanec	250N	Hus
*D. Smith	250N	Hus
*K. Wolff	250N	Yam
*H. Henderson	100E	Hod
*R. Waldbaum	250N	Bul
*M. Hill	100N	Hon
B. Willis	125E	Bul
*J. Stonsbary	ON	Hus
*L. Turner	125N	Pen
G. Clement	ON	BSA
D. Templeton	250N	Yam
G. Luck	125E	—
R. Como	250N	Kaw
O. Doxey	250N	—
F. Roach	100E	Pen
H. Gunn	100E	Hod
*L. Baker	100N	Hod
G. Davis	125N	Pen
L. Weeks	250N	Kaw
*B. Niles	100N	Hod
N. Phillips	OE	Tri
J. Sipp	250N	Gre
F. Sage	250N	Hus
T. Brown	250N	Hus
J. Sartain	ON	Duc
R. Benett	100N	Hod
W. Cochran	125N	Yam
D. Clark	250N	Gre
F. Kenyon	ON	Mon
J. Grizzle	250N	Hus
J. Willis	250E	Oss
T. Brown	100E	Hod
Hensely	250N	Gre
G. Faust	250N	Mon
J. Davis	100E	Sac
T. Hammer	250N	Yam
P. Waters	100N	Hod
M. Phillips	100N	Hod
R. Verkaaik	100N	Hod
R. Moxon	100N	Hod
N. Ussery	OE	Mon
D. Spivey	100N	Sac
M. Clements	250N	Gre
B. Ladd	125N	Sac
H. Jackman	125N	Sac
D. Nelson	100N	Yam
F. Fisher	100E	Hod
C. Gooding	100N	Hod

*TROPHY WINNERS may pick up their trophy at Honda of Lemon Grove (7562 Broadway, Lemon Grove) after May 5th.

ASCOT PARK HALF-MILE
Gardena, Cal.
Fri., April 11, 1969

By Carol Sims

15-LAP EX. MAIN EVENT

1. Mert Lawwill	H-D
2. Shorty Seabourne	BSA
3. Dan Haaby	H-D
4. Lloyd Houchins	BSA
5. Tim Harris	BSA
6. Eddie Wirth	BSA
7. Sammy Tanner	R-E
8. Jim Odom	H-D
9. Reg Chosney	BSA
10. Paul Conserriere	H-D*

Time: 5:48.88
*Did Not Finish

10-LAP AM. MAIN EVENT

1. Don Castro	Tri
2. Dave Aldana	BSA
3. Terry Donaher	Vel
4. Don Dudek	Tri
5. Bob Fulton	H-D
6. Ron Spillman	Tri
7. Keith Mashburn	Yam*
8. Stan Hill	BSA*

Time: 4:00.78 *Did Not Finish

8-LAP NOV. MAIN EVENT

1. Randy Ellis	Bul
2. Phil Hinkle	Suz
3. John Lindberg	H-D
4. Dave Lenar	BSA
5. Rick Talbot	H-D
6. Allen Kenyon	Bul
7. Dennis Palmgren	Yam
8. John Hateley	Suz
9. George Roach	Tri
10. Freddie Edwards	Yam*

Time: 3:19.37 *Did Not Finish

TT SCRAMBLES
Huntington Beach, Cal.
Sun., April 13, 1969

MAINS	
100cc	
Peter Hass	—
Rich Kouns	Hon
250cc NOVICE	
Tom White	Yam
Larry Preston	Oss
350-500-650 NOVICE	
R.G. Bare	Tri
Roy Dockings	Duc
Barry Mayer	Hon
250cc-500cc AMATEUR	
Ronald Knowles	BSA
Tom Clark	Bul
Dan White	Bul

SUBSCRIBE
TO CYCLE NEWS
SEE PAGE 2

VIEWFINDERS GRAND PRIX
Albersons Movie Ranch
March 29 & 30, 1969
OFFICIAL RESULTS

250cc NOVICE	
B. Sizer	Yam
C. Iverson	Hus
B. Revett	Yam
R. Burkert	Yam
K. Gifford	Bul
D. Mitchell	Hus
M. Culwell	Hus
P. Mailloux	Yam
R. Boyd	Bul
T. Hudson	Yam
H. Pace	Yam
M. Alzola	Mon
D. Neal	Bul
T. Gill	Yam
T. Wells	Bul
R. Bird	Yam
A. Adkinson	Yam
W. Evans	Bul
J. Jeffery	Hus
S. Warren	Gre
J. Perkins	Yam
J. Sampson	Yam
D. Knudsen	Yam
D. Finley	Yam
M. Mulconery	Hus
A. Ralls	—
R. Moore	Hus
W. Fletcher	Yam
J. Maroney Jr	C-Z
P. Vaught	Hus
T. Garner	Kaw
B. Vanark	Yam
A. Goodson	Yam
J. Marquez	Bul
D. Gately	Kaw
R. Foglia	Bul
T. Cook	Yam
D. Rapp	Hus
M. Hayes	Hus
J. Valkenburgh	Kaw
P. Slavik	Bul
R. Kayser	Mai
D. Pace	Bul
R. Southwick	Bul
D. Lamberd	Gre
H. Markham	Bul
B. Spann	Mon
B. Vacca	—
J. Starr	Yam
E. Cross	Yam
M. Zempel	Kaw
C. Scott	Yam
C. Preciado	Yam
F. Soteros	Bul
J. Holley	Yam
C. Lafrenaye	H-D
F. Geiger	Mon
R. Collett III	Bul
S. Bird	Yam
C. Ramage	Yam
J. O'Brien	Kaw
G. Grossman	Yam
C. Tinics	Duc
B. Clagg	Bul
T. Paris	Bul
E. McIntyre	Gre
D. Phelan	Bul
K. Sixbery	Yam
D. Graham	Bul
L. Slatko	Bul
B. Hill	Yam
R. Fator	—
B. Stanners	Bul
P. Martin	Kaw
T. Harrington	Bul
A. Donnelly	Yam
L. Newton	Yam
W. Cavin	Bul
M. Stanners	Bul
D. Ganske	Yam
J. Sizer	Oss
L. Nolan	Bul
T. Scott	Yam
250 NOVICE Cont'd.	
B. Figueroa	Kaw
W. Marshall	Mon
M. Lightfoot	Gre
D. Dunn	Kaw
R. Lucas	Gre
R. Pomo	Gre
M. Lebovitz	Yam
R. Freeman	Gre
T. Nichols	Mai
A. Hall	Bul
C. Montgomery	Hus
J. Shirley	Kaw
G. Scott	Suz
C. Schleif	Whi
G. Massara	Yam
G. Scott	Bul
B. Gibson	Yam
B. Meeker	Kaw
R. Anderson	Bul
L. Southern	Yam
D. Craig	Hus
W. Zeober	Gre
J. Meyer	Bul
M. Lanphere	Yam
C. Burt	Bul
J. Nakamura	Gre
T. Zahnter	Duc
J. Greshang	Bul
T. Webb	Hus
D. Kribell	Mon
B. Maynard	Yam
L. Fortner	Hus
K. Beach	Hus
D. Camp	Bul
W. Hockie	Oss
J. Perkins	Yam
K. Mashburn	Gre
G. McElrath	Hus
John Larsen	Hus
C. Nilson	Pen
J. Thomas	Gre
D. Kline	Gre
L. Taylor	Bul
F. Nester	Bul
K. Lewis	Bul

RESULTS

A.F.M. ROAD RACE
Orange Co. Raceway
Apr. 13, 1969

50/125cc JR. G.P. & LIGHT PROD.
50cc GP JR.
Rudy Reynosa

100cc
Pat Evans

125cc
Gary Kyle
Gary Fiecatner

LIGHT PROD.

Roger Wood	200cc	1st
Ray DeLong	175cc	1st
Jerry Zernikow	175cc	2nd
Val Howard	200cc	2nd
Stan Smith	100cc	1st
Jim Porter	200cc	3rd
Mike Velasco	100cc	2nd
Bob Gunther	125cc	1st
Kelly Evans	100cc	3rd
Phila. Thompson	50cc	1st
Dicky Reynosa	50cc	2nd

JR. GRAND PRIX
175 G.P.
Larry Williford Hon

200 G.P.
Roger Wood Bri

250 G.P.
Kelly Evans Yam
Chas. Van Breeman Duc
Richard West Suz

500 G.P.
Kenneth Russell

100-125-175 SR. G.P.

Rudy Galindo	175	Yam
Hurley Wilvert	175	Yam
Stan Smith	175	Bri

250-350-500-1000 PROD.

Jack Simmons		Nor	1
Roland Pagan		Tri	2
Hurley Wilvert		Nor	3
Tom Steele	500	Kaw	1
Dave Allee	350	Hon	1
Ken Russell	500	Kaw	2
Bill Manley	500	Kaw	3
Bob Nelson	500	Kaw	
Dan Emde	350	Yam	2
Ray Delany	350	Kaw	3
Jenny A. Boyer	350	Suz	
Richard Feist	750	Nor	
Richard West	250	Suz	1
Chas. Van Breeman	250	Duc	2
Rick Lindsay	250	Suz	3

250 GP SR.

Ron Pierce	Yam
Ron Grant	Suz
Dave Scott	Yam
Art Baumann	Yam
Don Vesco	Yam
Keith Mashburn	Yam
Dave Allee	Yam
Pat Hyman	Yam
Rick Sherer	Kaw
Bob Barker	Yam

350cc OVERALL

Ralph White	350	Yam 2
Don Emdee	350	Yam 5
Tom Rockwood	350	Yam 10
Bob Bender	350	AJS 14
Dick Kilgroe	350	Hon 15
S.J. Mallonee	350	Duc 16

500cc & OPEN

Art Baumann	500	Suz 1
Ron Grant	500	Suz 3
George Kerker	750	Nor 4
Eddie Wirth	Op	BSA 6
John McGillivay	Op	Tri 7

SIDECAR

Dean Hummer/ Rulon Gulbransen	H-D
Dave Roesch/Terry Benge	H-D
Jerry Person/J. McGilliray	Tri
Stan Shorrow/Lee Balisteri	Tri
Bob Bakker/Bob Bender	BSA
Al Neubrand/Walt Walt Garrett	BMW

SCRAMBLERS MC TT
Adelanto, Cal.
Apr. 13, 1969

By Ray Cooper

50cc

Jay Lewis (Ex)	Yam
Mike Myers (Nov)	Suz
Tom Farrell (Nov)	Hon

100cc NOV.

Dean Preston	Bul
Bob Sanders	Yam
Gary Anderson	Bul
Steve Ducommun	Bul

100cc AM.-EX.

Troy McKee (Ex)	Hod
Gary Caldwell (Ex)	Kaw
Kirk Redding (Am)	BSA

125-200 NOV.

Bob Archur	Hon
Mike Chamberlain	Oss
Glen Bolenbaugh	Yam
Wayne McDaniel	BSA

125-200 AM.-EX.

Bob Sanders (Ex)	Bul
Ray Griffing (Am)	Bul
Mike Rendich (Am)	Bul

250 NOV.

Eddie Mitchell	Yam
Bill Spann	Bul
Dan Jones	Yam
Bill Fulton	Bul

250 AM.-EX.

Larry Taylor (Ex)	Bul
Chas. Saderstrom (Am)	Bul
Bob Fravenberger (Am)	Bul
Jim O'Neal (Am)	Bul

350cc

Don Burch (Am)	Bul
Rick Marquis (Am)	Hon
Gary Heric (Nov)	Bul

500 NOV.

Mike Cardwell	Bul
Don Williams	Mon
Bob Baker	BSA

500 AM.-EX.

Chuck Wheat (Am)	Mai
C.H. Wheat (Ex)	Mai
Tony Denius (Ex)	Hon

OPEN NOV.

Art Amariclas	Tri
Gary McKeon	Tri
Ralph Porelt	BSA

OPEN AM.-EX.

Jim Maupin (Am)	Tri
Buddy Carter (Am)	Tri
Kenneth Graves (Am)	Tri

VICTORS M.C.
HARE & HOUND
April 13, 1969

By Dick Wright

1. Larry Bergquist	500	Ex	Bul
2. Mike Patrick	250	Ex	Yam
3. Steve Staats	500	Ex	H-D
4. Al Baker	250	Ex	Yam
5. Jack Byers	500	Ex	BSA Ric
6. Ron Wilson	250	Am	Hus
7. Gary Griffin	250	Ex	Bul
8. Steve Holladay	500	Ex	Hus
9. Tom Maxwell	Op	Ex	Nor
10. George Walker	500	Ex	Hus
11. Bruce Lewellyn	500	Ex	Hus
12. Jon Thomas	Op	Ex	Tri
13. Jim Martino	500	Ex	Hus
14. George Zieber	250	Ex	Yam
15. Paul Greenwood	500	Ex	Hus
16. John Coots	Op	Ex	Tri Ric
17. Charles Hockie	250	Ex	Bul
18. Dennis Keefe	250	Nov	Hus
19. J. McClurg	250	Nov	Hus
20. G. Lane	500	Nov	
21. Bruce Gray	500	Nov	Hus
22. Eric Jensen	125	Ex	Sac
23. Robert Moll	500	Am	Hus
24. Rick Shirey	500	Am	Bul

100cc CLASS

1. Terry Clark	Ex	Hod
2. Gene Cannady	Ex	Hod
3. Clae Nelson	Ex	Pen
4. Mark Rader	Am	Hod
5. Jack Morgan	Ex	Hod
6. Hugh Gipe	Ex	Sac
7. Robert Duncan	Am	Pen
8. Ian Drake	Ex	Hod
9. Jerome Johnson	Ex	SS Hod
10. Larry Mulock	Ex	Sac
11. Walt Roehr	Nov	Sac
12. Allen Peppel	Am	Hus
13. Jack Krizman	Ex	H-D
14. Roger Peters	Am	Hod
15. Steve Fortner	Nov	Hod

BAY MARE
April 13, 1969
Simi, Calif.

100 AM. MX

Linus Beall	Bri
Dana Thompson	Suz
Larry Cannady	Hod

250 EX. MOTO

John Riggen	Bul
John Sprague	Bul
Mike Van Scoy	Bul

250 AM. MAIN

Larry Shoemaker	Yam
Ron Byrd	Bul
Jack Arledge	Yam

250 NOV. MAIN

Mickey Alzola	Mon
Dan Colby	Bul
Mike Beanway	Kaw

200cc NOV.-AM.-EX. MX

Devon Sowell	Bul
Art Carter	Bul
Alan Turton	Bul

175 NOV.-EX. MX

Linus Beall	Bri
Richard Toberoff	Hon

125cc NOV.-AM.-EX. MX

Bob Hardison	Yam
Jim Dawson	Yam

100 NOV. MAIN

Kim DeLarge	Yam
Burt Severy	V-T
John Freis	—

LTWT. SWEEPS

Jim Dawson	Yam
Ron Byrd	Bul
Larry Shoemaker	Yam

350 NOV. MAIN

Chet Burt	Bul
Steve Mosler	Hon
Murray Smith	Hon

500 NOV. MAIN

Jerry Frazier	Tri
Rodger Flaming	Mai
Cliff Bole	Tri

AM.-EX. 350 MX

Larry Shoemaker	Bul
Bill McCoy	Bul
Ron Rondell	Mai

500 AM.-EX. MX

Larry Wilburn	Tri
Geo. Omo	Mon
Dave Bastian tie	Mat
Bob Ward tie	BSA

OPEN NOV MX

David Harvey	Nor
Gary Grayson	Tri
Rod Bowman	Tri

OPEN EX. MX

Mike Van Acker	Tri
John Sprague	Tri
Ben Fakkeldy	Tri

OPEN AM. MX

Dave Bastian	Mat
Larry Blum	Tri
Ron Rondell	Tri

SIDEHACK MX

F. Danielsen Sr.-Jr.	BSA
D. Bingham/Ed Wade	H-D
Ralph Whitney/Gary Perdue	BSA

SWEEPS
Mike Van Acker (disq.)
John Sprague $125
Larry Shoemaker
George Omo

Northwest TT Championship

April 12 & 13

Boise, Idaho

Expert Main Event
1. Mert Lawwill - H-D
2. Dick Mann - BSA
3. Jim Odom - H-D

Amateur Event

Amateur Main Event
1. J. Lawence
2. J. Mott
3. S. Cook

Novice Main Event
1. K. Yule
2. T. Joyner
3. D. Montgomery

Trophy Dash
1. Dick Mann - BSA
2. Sonny Burres - Tri
3. Mert Lawwill - H-D

Complete story next week

BSA Rocket Blasts Own Records

The world's fastest production motorcycle is even faster, according to latest records confirmed by the AMA.

Yvon Duhamel on Saturday, April 5th, broke his own records on the same Day-Three that set them earlier in the week.

The new 5-mile speed average is 131.723, 10 miles: 131.353, 15 miles: 131.004, 20 miles: 130.759 and 25 miles: 130.014.

Record speeds are averages, including time out for pit stops. The BSA crew attributes the faster records to improved pit stop technique. Runs were made on 80 lb. tire pressure. At the end, the Rocket had nearly 1,000 miles of sustained top speed running and was able to crack off a record lap of 131.790 mph. Imagine what it'll do when broken in!

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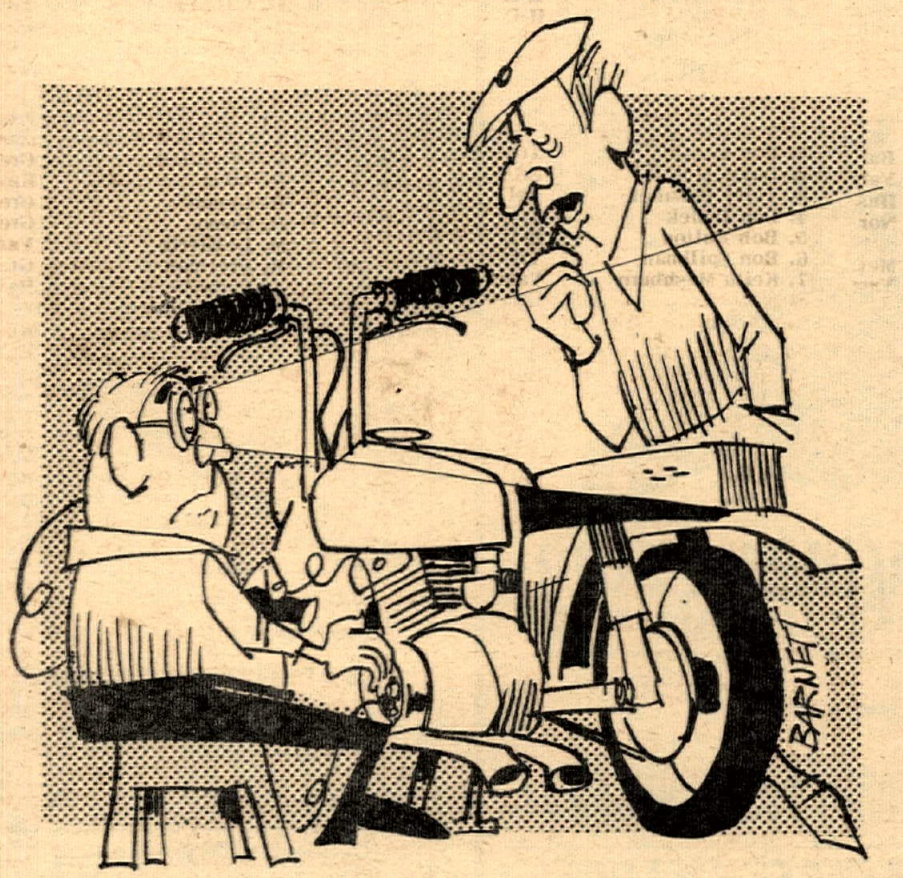

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Dave Bastian (foreground) leads a 500 Amateur Expert moto off the line while the people-covered hillside looms in background.

New Bay Mare manager (with microphone) was all the old track needed to succeed.

WAY OUT WEST

OR: "Old Bay Mare Ain't What She Used To Be!"

SIMI, Cal. Apr. 13- "Gladiators! Look at 'em. Jousting knights... Gladiators" shouted Kenneth Von Dutch from the bowels of a Viewfinder's van. "Sex is all it is," swore Von Dutch, "But," the madman artist leered at a newspaper reporter, "You don't dare print that."

It was that kind of day at the unsanctioned TT-hillclimb put on by the new owners of old Bay Mare Track Party-Park. For whatever reason the motorcycle racers and fans journeyed to the far-western edge of L.A. it was a Sunday of delights for the whole family, An estimated 4,500 people lined the fences and perched on the hillsides.

Big bike action was the news of the day. District 37 points leaders forsook the many other events around the area to put on thundering performances around the hard, horse-power Bay Mare Track. A new jump added just before the grandstand straight gave fence-sitters an extra thrill.

$500 dollars prize money was divided among the sidehacks (six outfits) and the winners of the lightweight and big bike sweepstakes races.

Jim Dawson, with a pie-plate number and a 125cc Yamaha, ran off with the light-weight money and for a moment there it looked like the big bike sweeps would be an upset too, as 350 Honda mounted novice Steve Mosher fought off John Sprague, Larry Shoemaker and Mike Van Acker until the last lap. Van Acker took the win and an auto-matic disqualification for riding a different bike than he won his class with. So first place went to Sprague, all $125 of it.

(Results on page 20)

Center, big bike sweepstakes riders found this turn a bit dusty, but that didn't slow 'em down. Above, railbirds liked the new jump almost as much as the riders did.

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Short Stroke

By Bill Blakeslee

FOREIGN AID— for us!

The Montesa effort with Ron Nelson and John DeSoto campaigning in Europe has given birth to a non-profit organization, call "American Motocross Team". Donations are accepted – and recorded, the books are open to skeptics.

It's headed by Kim Kimball, Dan Gurney and Joe Parkhurst.

The program, originally designed to help Ron and John, will now be expanded. The purpose is to help American riders abroad. The information they gather alone will be a valuable assistance to prospective travelers but if the money keeps coming in it will also be a great help. Make of machine is not important, just being a good American rider doing a good job and needing help will get the American Motocross Team behind you.

Patches are being embroidered now. A five dollar donation will bring your red-white-and-blue-complete-with-American Eagle 5" patch. It will also put you on the information mailing list to receive the latest bulletins as to how everyone is doing.

TV Tripe

Count your blessing if you missed the recent stare-box drama called "Along Came Bronson". Seems the modern trend of heavy thinkers has spread to the motorcycle.

Young Bronson, fed up with the rat race, takes his late suicided friend's $2,000.00 Sportster to go wandering to determine the meaning of things. Riding through the surf, crashing in the sand, and kicking in door panels on moving autos doesn't provide those answers but it does furnish a beautiful (natcherly) girl.

She joins (natcherly), because she also is seeking understanding and the first thing they come upon is a hillclimb in progress. He (natcherly) wins with a machine that magically turns into a CZ, which I suppose is better suited than the Sportster.

Dunking everything and everybody into a river and wallowing in the mud to recover that two thousand buck beauty begins to shed the light. Full realization comes after a fiery crash into some mischieveous cans of gasoline placed in the road for them. Now life's meanings are clear and we get a merciful fadeout. Real mercy will come only if this doesn't develop into a series.

It's not for me to say whether our public image will benefit from this tripe or not. I only know I was enraged by the flippant generalities to which we as a group were subjected. If TVland cannot find anything about us that is wholesome and honest I wish they would leave us alone. But the money tree must be watered, and they're using all the stock scenarios including the required number of minority groups and weirdoes to do the job.

One can only hope that some of the other planned movies will be a little more kind.

Flip Flop

One of the joys of writing a column like this is reading it after the editor edits it. The other is having to suck back your own words, after your subject reverses himself.

Good example. This column reported that Torsten Hallman would give the Spanish G.P. a miss because of the jinx that anyone who wins it will not win the title. Now Hallman must swallow that as Husqvarna have "advised" him to ride it. And, even better, to win it.

Not to worry though, as this seems to be the nature of things. Especially in motorcycles, we can see trends that reverse themselves and complete the entire circle back where they started. At the races if somebody wins several times than his machine becomes The Hot Set Up. Take 21" front wheels – two years ago you couldn't give them away, now you can't find one for sale.

Others we are witnessing are the disappearing TT type tracks and the blooming rough motocross courses, the big switch from large machines to little ones, and now the beginning of the trend back up the scale.

Trailbikes now constitute the biggest class in racing. There are only a few trailbikes intended for real racing. This too is changing, drastically. When the internationals passed through here they were impressed by the show of little bikes. Being professionals they aren't slow to get the message.

Joel Robert is doing something about it now. First thing he got next to frame specialist Jim Lee in England. From Austria comes a tough little engine that gets a works ISDT treatment including six speeds. Together they came up with a real racer in a 125cc size.

It goes without saying what its reception will be in the U.S., but even in Europe there is the beginning of a lucrative market for little bikes now. Joel has reserved the first 50 machines to take back to Belgium with him. With a price, in England, guessed at about $550.00 this will be the next Hot Set Up guaranteed. Wait and see, if it all comes off Joel will be riding one here next year on his tour.

(Continued on page 24)

Hillclimb Easter Parade

By M. Oxford

Novice Chuck Smith made it 150 feet.

SAN JOSE, CALIF. April 6 – Charlie Haines' Halls Ranch and the Campbell M.C. put on the most beautiful Easter Parade in all California. It was the parade of 110 motorcycles and 1500 spectators through the ankle deep trails of rain and mud to experience the secrets of speed on the 70-degree angle, 240 foot hill.

It had rained for a week before the climb so the hill was like quicksand. This didn't leave much traction, but Leonard Garcia made it over the top in 8:46 seconds in the 200 Novice. Others weren't so lucky. Bikes flying through the air spin outs even before leaving the pits.

The Pontes could care less what the conditions are, the rougher the better. Albert came over with 1st on a 6:82 in the 250 expert.

The Bakersfield Boys just didn't seem to know how to wallow in the mud. Mel Cunha, Rodger Voyles and Junior Catlett did carry trophies home from the Bunny's basket.

The star of the day was Daniel Mc Nabb, not the fighting Frank Durso and his BSA. McNabb not only nabbed 2nd in the 650 novice with a 6:02 but had top time of the day in the open event with a 5:90. The Triumphs seem to be taking over.

Don Cody, first in the 650 amateur and Tom Elsa, 650 novice, seem to be tearing them up with their Triumphs this season too.

A new rider, Red Nickelson, isn't doing too bad for a beginner – on a Harley Sportster no less.

(Results on page 20)

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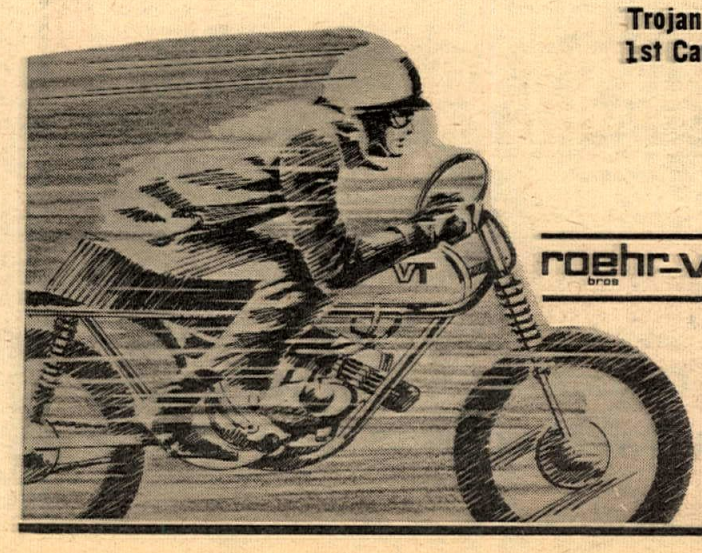
Trojan Flat Track
1st Carl Skov



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SHORTSTROKE (continued)

Twin Engine "Street Scramblers"

Street scramblers are the lastest thing to titilate our modish Pepsi Generation, that is if you pay attention to the big four-color ads. Facts and figures tossed impressively around by the industry heads further convince us that we are lucky.

How many of us wonder what a street scrambler really is? Or do we, unhappily, already know. Old Timers (read pre-Japanese) will have their own opinion.

There was a time when racing bikes were ridden to the track. They still are in some parts of the world. Some even had a girl and a lunch on the pillion pad (remember that?). But then maybe these weren't tracks. Certainly not sophisticated "cycle parks" like we have now. Or maybe the bikes weren't racers either. They certainly weren't the high strung, tempermental, pampered, expensive and super-efficient bombs we have today. Wonder if those oldies weren't as much fun?

The latest unlikely street scrambler being prepared currently by unlikely Torsten Hallman is from Husqvarna. This one has two, count'em, engines for double your pleasure in case you need MORE horsepower. Possibly Hallman can use the extra power but how many others can? And make no mistake, this street scrambler has such an excellent chassis under it some could easily end up on the moto-cross course. No wonder Hallman is trying to retire.

TV Series

The very important winter television series of races by the BBC in England is now over. Because of its impact on the home market these events were as hotly contested as the world championships. Works teams from BSA, Greeves, CZ, Husqvarna, AJS, Ossa and Rickman/Metisse were all present.

Big John Banks, 14 stone (nearly 200 pounds to you), clinched the 750cc Grandstand Trophy. Banks is the BSA hopeful to replace Jeff Smith and was runner-up in last year's GP 500 class. Smith finished fourth behind another BSA and a big Greeves Griffon.

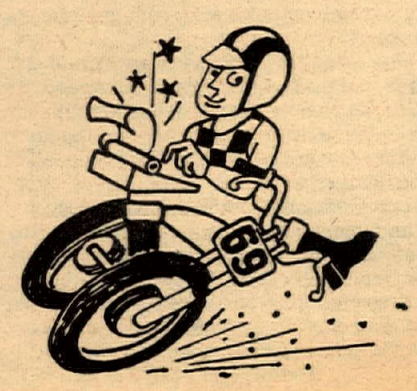
The 250 Trophy fell to Husqvarna (Alan Clough) after a tremendous tussle with the new AJS machine ridden by Malcom Davis, they were level pegging the entire series until the final event when a poor grade gasoline caused the Ajay to stick. Greeves' new Griffons finished third and fourth with Bryan Wade fourth after competing in only half the events due to racing here this winter.

Castrol's "Modest Reward"

Sponsorship is a touchy thing, always, and rather scarce in this country. In Europe oil and petroleum companies often sponsor races and riders. Castrol, the English oil people, have diverted some impressive amounts of money back into motorcycles. Latest is what they call the "Castrol Motor Cycle Design Award" and it goes, each year, to the individual or group that makes the most significant contribution to safety, comfort or performance in British motorcycle design. Not bad, eh? A 2,400 dollar chunk of change. A "modest way of rewarding," comments the Castrol Group modestly.

Not only that but they have dumped an undisclosed amount into the Read/Weslake concern, with no strings attached. This is intended to help get the Harry Weslake-engined Metisse on the tracks. World Champion Phil Read has joined forces and will campaign the machine and sort out bugs. The engine is all new, a twin overhead came with eight valves.

Since it is all new and untried one might think this was a risky investment for Castrol. The rationalization must be patriotic. Would that America could afford such patriots, other than in Milwaukee.



Eighth Annual YUMA Prison Run

By Bill Harmer

YUMA, ARIZONA MARCH 29, 30, 1969 – An estimated 1800 to 2000 motorcyclists converged on this desert community to participate in the Norwalk Centaurs Motorcycle Club's eighth revival of their famous "Yuma Prison Run".

Secretary Joy Garcia reported at deadline that there were 966 officially registered tour delegates and the remaining 34 meal tickets were quickly snapped up. Hundreds of requests for additional tickets had to be denied.

Yuma is located where the once turbulent Gila (pronounced HEE-la) River (now a dry bed) meets the Colorado. The force of the Gila flowing west caused the mighty Colorado to veer westward for several miles. So it is on the southern bank of this east-west stretch that the town is laid out. Traveling south on 4th St. (US 8) the abundance of brilliantly-neoned motels, restaurants and watering places reminds one of the famous Las Vegas "Strip."

Being a winter tourist mecca, Yuma has thousands of hotel and motel rooms but they didn't have enough to house all of the cyclists. Hotelmen reported that they were completely sold out three weeks before the cycle conclave.

Because the central street of the city is a U.S. highway, the customary parade had to be routed on secondary streets but still drew many spectators who cheered the procession of nattily uniformed riders on their glistening "full dress" machines.

An authentic Arizona beef barbecue was served at the Junior Chamber of Commerce hall adjacent to their famous world championship Silver Spur Rodeo grounds. Caterers piled the plates high with generous portions of savory beef, beans and macaroni salad and a choice of tortillas or bread.

The riders were enthusiastic about the fare and many went back for seconds. Coffee was included but most of the riders from the Coast preferred cooler refreshments from the bar. The chow call was from 5 to 7 p.m. There was a lot of confusion as most of the California riders had neglected to set their watches ahead to the Mountain Standard time, but no one went hungry because of the mix-up.

The trophy presentation and dance were held in the same spacious hall starting about 8:30 in the evening. The novel trophies are hand crafted by members of the Centaurs M.C. and are traditionally a barred jail cell on a wooden base and topped with a gold cycle. Inside the cell is a dejected looking little doll dressed in horizontally striped clothes of the Yuma prisoners. Over 150 of the highly desired trophies are presented each run and Tour riders who are awarded one, treasure them proudly.

Many cyclists who did not care to join into the dance made the short trip South to the little Mexican town of San Luis, Sonora. Others parked their motorcycles in front of their motel rooms and patronized the local night spots but long after midnight the throaty roar of 74's could be heard cruising the streets of Yuma.

The official ceremonies of the run were all completed on Saturday in order to give the more culturally-minded tour members a chance to visit the old Territorial Prison and go through the museum.

For several hours on Sunday morning, the prison parking lot was so packed with motorcycles that tourists driving automobiles, had trouble finding a place to park and many left without seeing the crowded museum. Cyclists, however, made the most of it, buying post cards and descriptive histories of the prison and taking each others photographs throughout the grounds. Many old acquaintances were renewed and shouts such as, "Hey you old so'n so, I haven't seen you since Indio or was it Brawley" recalled past tours.

The whole cause of the Tour, the prison, was only in operation for 34 years, 1875-1909. It housed some of the Southwest's most unsavory desperados.

Many inmates attempted escape but in the entire history of the institution only one, a man named Martinez, was successful.

After the prison was closed in 1909, the Yuma High School was housed in the prison mess hall and other out-buildings, and to this day the Yuma high school athletic teams are known as "The Criminals".

Sergeant Frasier of the Yuma Police dept. reported that the cycling group was one of the best behaved crowds that he had ever seen, and they had not even issued a citation.

It was estimated that of the 1800 to 2000 cyclists who were on hand for the conclave, about 500 were mounted on "choppers" which prompted the local police to announce that Arizona's helmet law went into effect on April 1st and next year bareheaded riders and passengers will be cited.

The merchants and inn keepers were joyous with the increased business that the tour brought and were unanimous in inviting the motorcyclists to return for the ninth time next year.

RESULTS:

Sweepstakes: Barbara Ann Miller, Phoenix, Ariz. Largest Club: Road Cruisers, San Diego. Long Distance Club: Road Kings, Bakersfield. Best Dressed Club: 1. Rainbows. 2. Singing Wheels. 3. Valley Vagabonds. 8th Sign In: David E. Johnson, Los Alamitos, Calif. Long Distance: Robert Wheeler, San Jose, Calif. Shortest Distance: Lois Revels, Alpine. Tallest AMA Male: Phillip Miller, Tempe, Ariz. Shortest AMA Female: Kara Troya, Phoenix, Ariz. Hard Luck: Darwin Maxwell, Ace of Clubs. Blue Meal Tickets: 1. Susan Diana. 2. Fred Blanton.

BOOT RACE: 1. Joe Millis. 2. James D. Glaser. 3. Al Bluhm. 4. Don Bluhm. WOMEN: 1. Kathleen Shipman. 2. Marlin Shipman. CHILDREN under 13: 1. Walley Hill.

SACK RACE: Male James D. Glaser. Women Millie R. George. Children under 12 Ken Mathaway, Linda Mathaway.

POTATO RACE: Male Jerry McKinney Women Millie George.

BINGO WINNERS: 1. James R. Clark, Pomona, Calif; 2. Jack D. Rattiff, Hawthorne, Calif.; 3. Pauline Hiurst, Huntington Beach, Calif.; 4. Danny Ahors, Westminister, Calif.; 5. Rosalie Wilson, Huntington Park, Calif. 6. Harold E. Neumana, Gardena, Calif. 7. Nancy Matot Carlsbad, Calif. 8. Richard W. Simmons, Torrance, Calif. 9. Shirley T. Wilson, Maywood, Calif. 10. Marty Emmons, Torrance, Calif. 11. Jose Morris, Wilmington, Calif. 12. Norman Brichouse, Bell, Calif. 13. John P. Judd, Bell Gardens, Calif. 14. John W. Smith, Paramount, Calif. 15. Kelly Dusenberry, Phoenix, Ariz. 16. Edward E. McKinnon, Santa Fe Springs, Calif. 17. Jesus D. Solis, Lakeside, Calif. 18. Franklin L. Irwin, Midway City, Calif. 19. Diane M. Leslie, Phoenix, Ariz. 20. Beverly A. Murray, Phoenix, Ariz. 21. John Matyjasek, Long Beach, Calif. 22. Elaine Guilletee, Huntington Beach, Calif.

DANCE TROPHIES: 1st Dance; 1. Rick & Vicky Rogers. 2. Ken & Sandy Smith. 3. Robert & Debra Morey. 2nd Dance; 1. Philip & Barbara Miller 2. Al & Bea Reynolds. 3. Gabe & Martha Palmer.

DRAWING

MALE SOLO: 1. Ronald Derouin, 2. Fred Blanton, 3. James E. Daley, 4. Jack C. Chamberlain, 5. Ted E. Murray, 6. T. C. Ferris, 7. Peter Gianhuas, 8. George O. McMurdo, 9. Howard Shipman, 10. Carl E. Butzin, 11. Burney Clark, 12. Albert Weimer, 13. Robert Wheeler, 14. Frank E. Deckard, 15. Neal H. Hoyt, 16. Gordon Grundman.

FEMALE SOLO: 1. Faye Bray, 2. Betty Jo Buch, 3. Shirley Fuller, 4. Nadene Davidson, 5. Arlene Carpenter, 6. Bea Reynolds, 7. Barbie Lee Ferrin.

PASSENGER: 1. Judith Lewis, 2. Dale Costa, 3. Betty Ott, 4. Martha Smith, 5. Mary Ann McKinnon, 6. Joyce Nintermute, 7. Mildre J. Ward, 8. Beverly Hofstede, 9. Billie K. Sager, 10. Becky Myers.

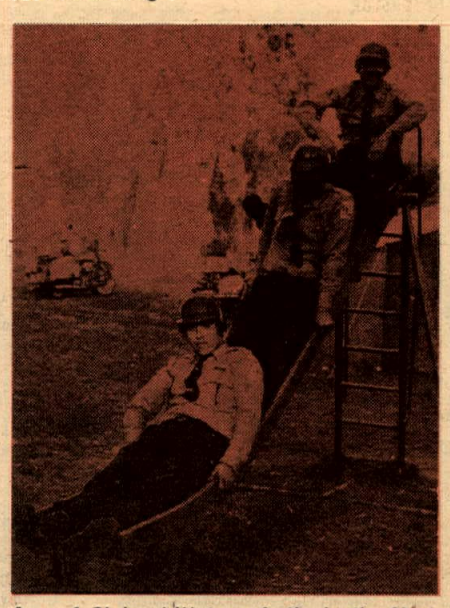
CHILDREN UNDER 12: 1. Rosalie Wilson, 2. Rebecca Davidson, 3. Jeanne Norris, 4. John H. Norris.

SIDECAR: 1. Shirley Wilson, 2. Phyllis Clark.

Prisoner trophies are treasured by road riders.

Uncaged parade through the streets of Yuma, led by the Road Cruisers M.C. of San Diego.

Nattily-uniformed Rainbows M.C. captured coveted trophy for best-dressed club and neatest machines.



Ace of Clubs drill team frolic in the Yuma park.

Spring Tour Apr. 26 & 27

More than 2,000 motorcyclists will ride into 29 Palms for the ninth annual Spring Tour of the Southern California Roadriders Committee on April 26 and 27.

As in the past, this event will benefit the City of Hope.

The two-day run will attract motorcyclists from all parts of the Southland, Nevada and Arizona and is sponsored by the 29 Palms Chamber of Commerce. The tour, sanctioned by the AMA, is a R.R.C. Point Run and features the AMA Tour Award.

The roar of hundreds of cycles will lead into a program of events that will feature the world renowned leaders of the Hollywood Christmas Parade. The Huntington Park Elks Motor Corps, headed by Captain Harry Fisher, will perform precision drills and stunts.

Other events will include a parade featuring the Ace of Clubs Drill Team under the direction of John George, and Victor McLaglen Drill Team headed by Major Herb Harker. Field events will feature stunts performed by the drill teams and wheel stands by "Spider." Other scheduled events are a barbeque and the big dance to be held at Sky Park on Saturday, April 26, at 9 p.m.

An M-65 Trail Bike, donated by the Southern California Harley-Davidson Dealers Association through the efforts of Sherman Ames, president, will be the grand-prize to be awarded with other prizes and trophies.

Proceeds from the individual $3 donations will benefit programs in research, education and patient care at the free, nonsectarian Pilot Medical Center in the battle against catastrophic diseases.

Hippity-Hop Through Public Domain With Desert Gang

Story and Photos by Pat Dempsey

The Ponderosa Hare Scrambles on Easter Sunday ran twenty-seven miles, consisting of three nine-mile loops. Straighten out the humps and the course would be three twenty-seven mile loops!

Eighty-six big bikes started with fifty-three trailsters. Among these were John Frazer and his son, mounted on a pair of Bultacos. John is in his third year of desert riding and his strategy is to cool it for two laps and give it all he's got in the third. He finished 47th but his boy dropped a chain. Johnson Motors' service manager, Pat Owens lost out on a trophy by six places. He wishes he could get out more than just a few times a year, but most of the time he's busy working on Gene Romero's road racer.

It's only a pie plate number, but if you feel like a winner you look like one.

Lady racer, Mary McGee on her Husky was out, planning to ride a lot of desert between now and the Baja run. On seeing our camera, she deliberately tried to bury us but was seen later quietly feeding her little son in the family camper.

Bultaco rider Tom Brooks has been riding the same bike on the same course for two years, and quite obviously knows the terrain. At the first check point, bets were made that he'd be the first one through. He wasn't. It was Bill Friant.

Some time later, Brooks admitted that he'd dropped it. He'd been chasing Friant and thought he could have passed him on the third loop, but hit a rock. "I knew that rock was there too, but I just hit it and endo'd, so I just lay there and watched 'em go by."

It was a good race, and everyone agreed that it was a great way to spend Easter Sunday.

How come when women chat it's called gossip, while when men do it it's bench racing? Mesdames Brooks, Ditson and Clegg do one or the other.

MOTORCYCLE FLOATS FOR ST. PATRICK'S DAY PARADE

Corona, California's annual St. Patrick's Day parade was the occasion for six unique motorcycle floats, prepared by Floyd Burk's Corona Motorcycle Center. Burk enlisted the help of family and friends to design and build the shamrocks, matching riders' outfits, and sidecar decorations. Four lightweight bikes carried pretty girls and shamrocks, while Burk followed with big bike and sidecar, equipped with a chair for another pretty girl and a giant shamrock advertising his place of business. Floyd Burk Jr. brought up the rear on a scrambler. Burk's daughters, Lynnette and Carol, made their own outfits for their rides on the bikes, and wife Wanda supervised the project.

The Burk family's enthusiasm extends into competition also, with Floyd Jr. and Lynnette riding lightweights. Floyd Sr., a long-time desert competitor, campaigns a Triumph-engined Rickman Metisse.

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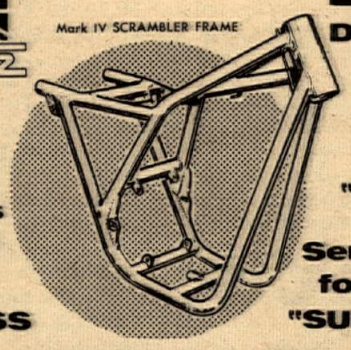

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Sweetwater Arena Races, Thrill, Action

Story & Photos by Bill Harmer

SPRING VALLEY, Calif. April 6, 1969. Easter Sunday dawned wet and dreary. By practice time the 1/6 mile track at the Sweetwater Rodeo Arena in Spring Valley was in beautiful racing condition. But by race time it was getting dusty.

The entry list was a little shy but considering the fact that it was a Holy Day and with the threatening skies, the promoters were pleased with the turnout. With the exception of the 125cc class, the bikes were run in elimination heats. The Trophy Dash including the top two bikes in each class, was captured by Carl Byers on his super-hot Hodaka defeating such hot shoes as Randy Cushman and Wayne Hosaka on their 250cc machines.

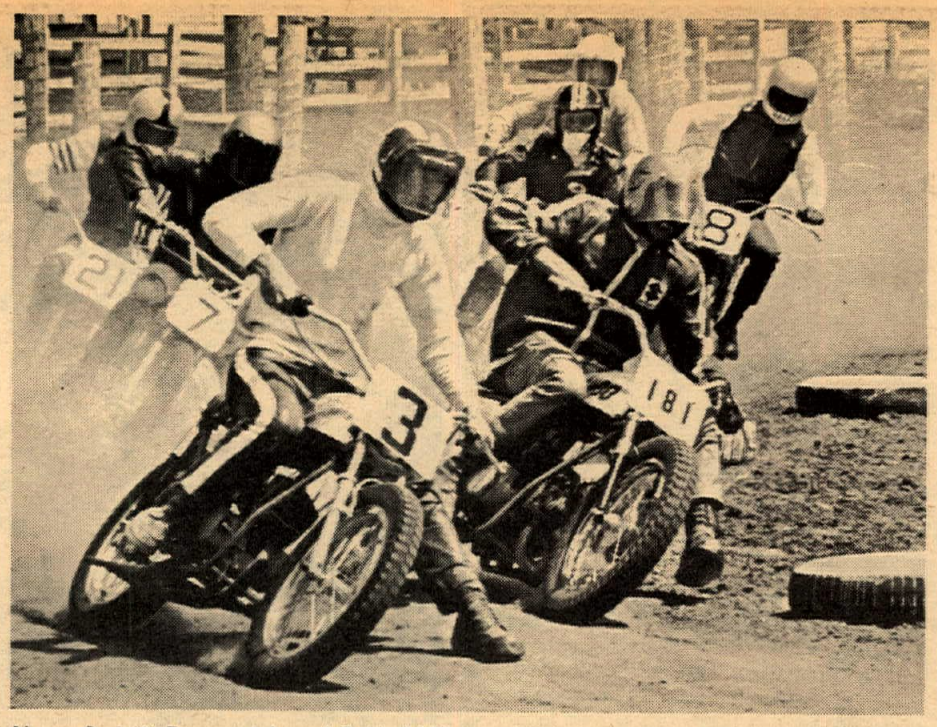
Earl Roloff Jr. who has been barred from racing by doctors' orders, was there as a spectator on his 125cc street legal Yamaha Enduro. In order to fill out the 125 class, Earl Sr. gave him the O.K. to race. The 85 lb., 12-year-old Expert won three of the four motos easily.

Rich Hosaka on another Yamaha Enduro beat out Kawasaki-mounted Larry Deskins, who was Alabama and Florida Short Track Champion in 1968, for the second spot.

Carl Byers, who has had some experience on short track racing, had no difficulty in winning the 100cc event but John Montez looked impressive while tooling his little Kawasaki into the second spot. Suzuki-mounted Jim Raymond turned back the rest of the field to capture third.

Randy Cushman and Wayne Hosaka put on a thrilling display of sliding around the corners side by side on their 250cc Bultacos with Hosaka crossing the finish line a freckle a head of Cushman to capture first place. Yamaha pilot Larrel Horstman beat out the other aspirants to capture third.

The new (to San Diego) type of racing was highly accepted both by the riders and the spectators. There were numerous spectacular spills and many expressed the hope that this type of racing program will be continued.



Above, Carl (3) Byers outclassed field of 100cc aspirants to post a no-sweat win. Below, with three rider pile-up in first turn, Starter Earl Roloff allowed a restart.

Hopkins Expresses Himself At Trojan TT

SOUTH GATE, CALIF. April 10 – Dale Hopkins, riding a Suzuki sponsored by Dale Brown Motors of Long Beach, jetted to a 100cc main event win at the Thursday night TT. Jim Raymond, also Suzuki mounted, winner of last week's chase, got put back a row for over-eagerness and never made up the distance.

The best battle occurred in the 250cc TT main between Don Cook and Jim Grishme, both Bultaco mounted. They passed and repassed on the quick, narrow track, lapping slower riders en route. The race was won by Larry (Yamaha) Shoemaker.

Raymond came back on strong to take the 100cc flattrack money. The 250cc FT went to star-spangled Tom Yardeman on a Bultaco.

(Results on page 20)

Fine Day At Dundee

by Earlene R. Wood

DUNDEE, OREGON, April 6, 1969. About eighty riders showed up for a fine day of racing, Easter Sunday. The weather was perfect and the track in good shape with just the right amount of rough ground mixed with the smooth.

Donated by TnT Cycle Sales of Mc Minnville, the wheel walk trophy was won by Bob Letch who made it the whole length of the straightaway. Larry Mascot took home the hard luck trophy after looping it hard.

In the Beginners Race, it was Kay Bryson the winner, while the 100cc Main had to be re-started. Eventual winner Ron Denny locked horns with another bike on the line and they both went down, but Denny re-mounted and kept going.

The 200cc Main was won by Rick Burgett followed by Dick Rome and Dave Puckett. Taking the 250 class by a large margin was Bultaco rider Dave Puckett, leading Larry Mascot (Husky) and C-Z mounted Don Yates.

Open class leaders were Bob Letch, Jerry Beard and Joe Turman. The next race is scheduled for April 20th, and a large turn-out is expected.

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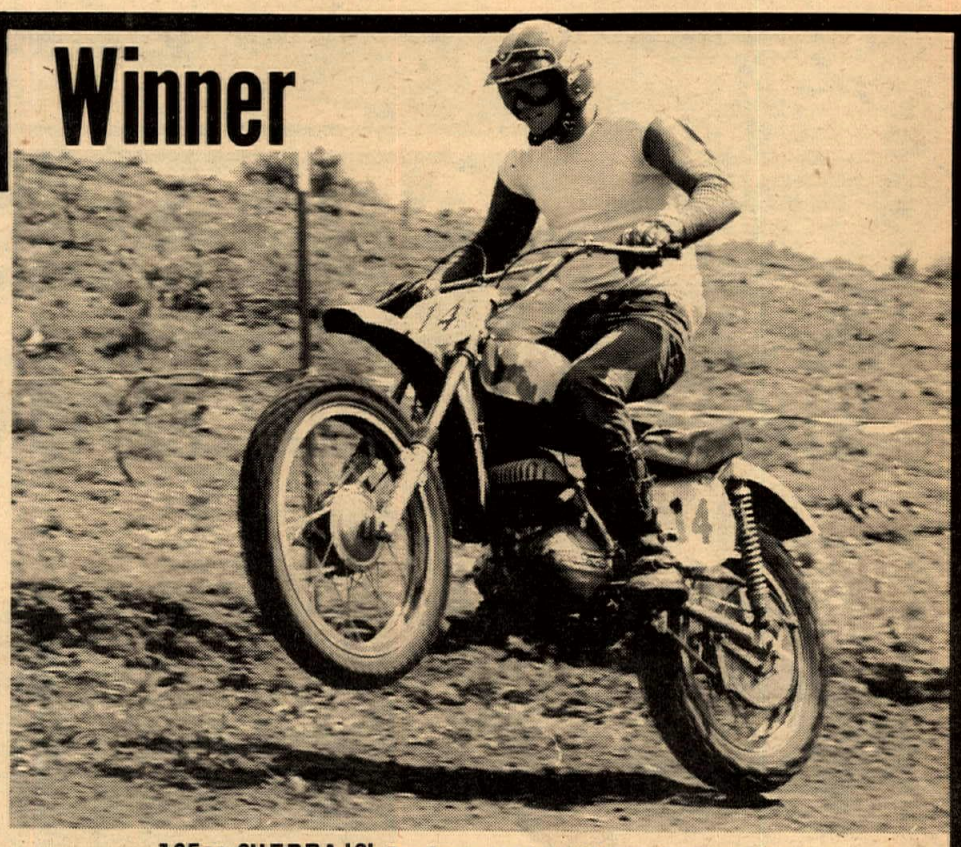

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New Look at ASCOT

By Carol Sims

Photo by Dan Mahoney

GARDENA, Cal., April 11 – Topping off an even more exciting evening of AMA half-mile flattrack racing than the season opener, Mert Lawwill tooled his Harley-Davidson to an impressive Main Event victory at Ascot Park last Friday night.

After winning his heat race and turning back fast qualifier Shorty Seabourne (500cc BSA), Eddie Wirth (650cc BSA) and Dan Haaby (H-D) in the Trophy Dash, Mert made it a clean sweep by leading the 15-lap final wire-to-wire, stretching out a full straightaway advantage over Seabourne, last week's winner Haaby, Lloyd Houchins (500cc BSA), Tim Harris (650cc BSA) and Wirth.

Coasting across the line in 7th place with a dead engine came Sammy Tanner (500cc Royal Enfield), ahead of Jim Odom, aboard Mert's spare Harley, and Reg Chosney (650cc BSA). Lawwill's spectacular win took on even more significance considering that he was operating with the handicap of a loose rear axle. (!)

Most aggressive Main Event finisher was Tim Harris, who pushed the Ray Hensley 650cc BSA from next-to-last position all the way to 5th – in confident, heads-up fashion.

There were several good two-man battles throughout the event, especially between Seabourne and Haaby, Tanner and Houchins, then Tanner and Harris. One of the most interesting new rider-tuner combinations of the year – that of Paul Conserriere and drag racer par excellence Millard (Dish) Disharoon – served notice of things to come, although the machine was sidelined by a sticky throttle near the half-way point.

After running second to Lawwill in their heat, Paul got off to a flying start in the Main, leading briefly down the back straight on lap one, then having a little encounter with Seabourne that put him third – and almost into the wall. Undeterred, Conserriere fought back strongly until the throttle difficulties forced him out. But next Friday will soon be here.

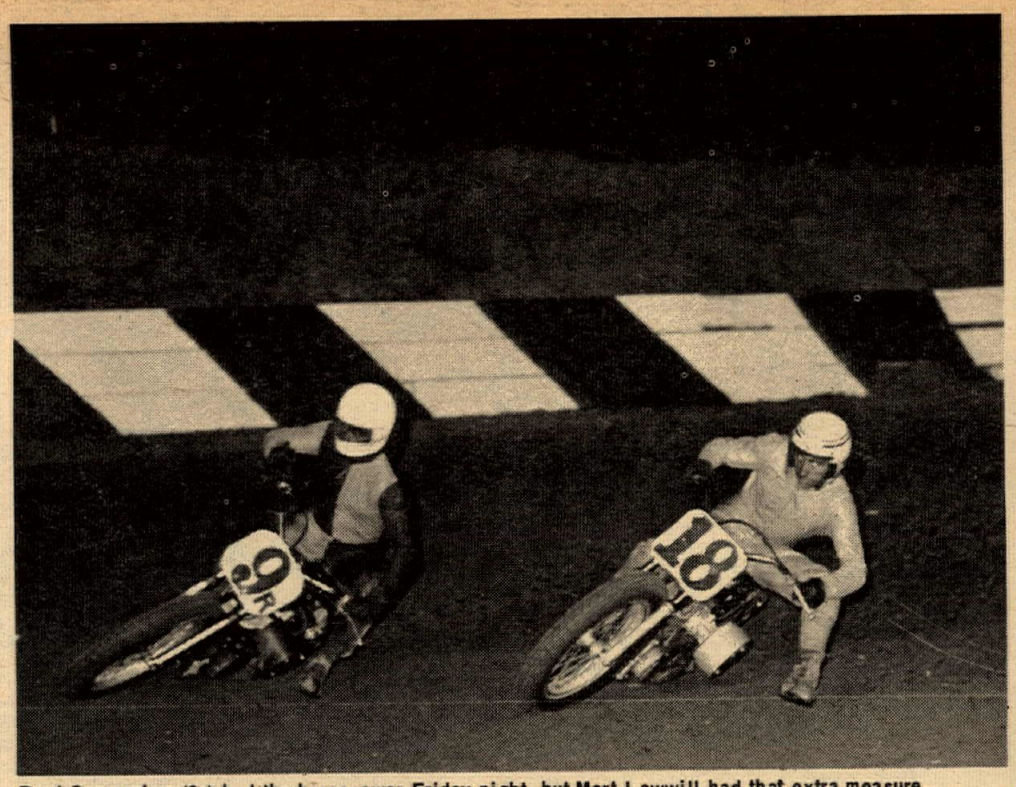
Another rider itching for Friday night to roll around again is Gene Romero. Although he was only in contention for 3-1/2 laps of his heat race before a broken battery cable brought the Love Bros.' 650cc Triumph powerhouse to an abrupt halt, Gene's tigerish tactics alone were worth the price of admission. Leading from the start, Romero set a sizzling pace ahead of Seabourne and Wirth. Then Eddie passed Shorty and, when Gene dropped out, continued on for the win.

An unsung hero deserving of mucho credit is tuner Dick Kelm. Fielding two bikes last year, Dick is twisting the wrenches on THREE (count 'em) 500cc BSA singles this season – those of Seabourne, Houchins and Geezer Emick. One bike is too much for some tuners, but Kelm seems to thrive on all the work involved, and his machines are performing admirably – especially when you consider the "inch handicap" they're now up against.

Although several of 1968's top runners have been conspicuous by their absence on the track this year, including high point man Mel Lacher, Daytona winner Cal Rayborn, Ralph White and Al Gunter, the advent of 40-inchers appears to be luring some of the ace TT riders to the Ascot oval. Dallas Baker took a whack at it Friday night, Bill Manley has expressed his intentions of competing, and crack tuner Danny Macias is preparing a Triumph for none other than superstar Skip Van Leeuwen. This coming Friday should also see the first appearance of a three-cylinder machine on the famed Gardena half-mile. John Carter is slated to ride the unique entry, a BSA which is now being readied by Jack Hateley.

Castro Caps On Amateurs

Runnerup to Dave Aldana's 40-inch BSA last week, 650cc Triumph-mounted Don Castro reversed the order of Amateur Main Event standings his second time out. Aldana shaded Castro's qualifying time by 1/100th of a second, and was a mite quicker in winning his heat race than Don was, but Castro snatched the lead at the start of the 10-lap final and despite all Dave could do – which was plenty – clung to first place for the full route.



Paul Conserriere (9r) had the horsepower Friday night, but Mert Lawwill had that extra measure.

Third went to Terry Donaher and his mellow (500cc) Velo, ahead of Don Dudek (650cc Triumph), Bob Fulton (H-D), Ron Spillman (650cc Triumph) and Stan Hill on a 40-inch BSA. Keith Mashburn, top Novice in the nation last year, was once again plagued by problems. This time he tumbled from his 350cc Yamaha on the last lap of the Main, fortunately without injury.

Ellis Upsets Novices

The new field of fledgling Novice riders continued their crowd-pleasing ways, with several upsets – some literal – along the path. Randy Ellis, who didn't even make the 8-lap final a week ago, scored the big win for the 250cc terrors, Bultaco mounted. And last week's winner, Don Emde, couldn't get his Suzuki started for his heat race – thus missing the show altogether. Freddie Edwards, second in the season opener, unloaded from his Yamaha while fighting Phil Hinkle (Suzuki) for the same spot this time out. Hinkle was half-a-straightaway behind Ellis at the checker, chased by John Lindberg (H-D), Dave Lenar (BSA) and Rick Talbot (H-D).

Yet another racing Palmgren – Dennis, younger brother of Larry and Chuck – made his second Ascot appearance on a Yamaha and wound up 7th behind Bultaco rider Allen Kenyon. Class A speedway star John Hateley also made his Novice debut, aboard a Suzuki. He was looking good, too – relaxed and stylish – until the machine began to slow noticeably. John eventually finished 8th, and upon inspection of the bike, cracked cylinder heads were found to be the culprits. Triumph-mounted George Roach rounded out the eager field.

There's more of the same every Friday night until November, so make a date to enjoy each week's action-packed Ascot show – you can't top the competition anywhere.

(Results on page 20)

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KEEP THIS UNDER YOUR HAT

By Bill Harmer

Have you ever wondered about the traditional motorcycle caps that members of the touring fraternity wear so proudly? It has been a source of curiosity with us for several years. After considerable research on the subject, we hereby present our findings: some fact, some fiction and some just plain baloney.

Since time immemorial, men have been identified by the type of headgear that they wear. Carvings on the walls of ancient Egyptian tombs show varying types of headpieces denoting the different ranks of princes, captains and workmen. The pre-Columbian archeogical excavations in Mexico have revealed feathered and jewelled headdress for different occupations such as priests, dancers and healers.

Then as we progress into more modern history we see the distinctive helmets of the Viking explorers. In our own American Indian culture, the tribal chief as well as the medicine man were easily identified by their fancy feathered headdress. The frontiersman by his 'coonskin cap, the cowboy by the broad brimmed Stetson. Railroad engineers, chefs, mariners, soldiers, nurses, miners.

There is little, if any, written regarding our own distinctive motorcycle cap, so we have had to pick the brains of old-time two wheelers. We have interviewed veteran motorcyclists who were riding in the late '20s and through the 'thirties. The "Harley-Davidson" cap as they knew it was in use by nearly all motorcyclists at that time. It is fair to assume that it may have evolved from the short peaked dress caps that men and boys sported in the early 1920s or perhaps from the caps of the merchant marine sailors.

Personally, we prefer the theory of the seagoing cap, as the resemblance is still remarkable. Notice the gold or black cable cord, which had been in disuse as a chin strap on the seaman's cap, was put back into service by the cyclist when riding at high speed, and pulled up over the crown while not engaged in actual riding. The short visor generally caught the wind on its top and had the effect of holding the cap down on the head (but look out if you looked up and took a gust under the visor).

AMA used to send a new membership pin each time that you paid your dues and because it was the handiest place, you pinned it on your cap. By the time a rider collected 10 years of pins, his cap was a pretty crusty thing to behold and, although begrimed with a mixture of pomade and road dust, it was an emblem of freedom and the badge of a motorcyclist, to be worn with pride by members of the fraternity.

Things went along without much change until the post war years when Mr. Honda and his constituents began getting more and more people on two wheels. Concerned citizens, manufacturers and dealers became safety conscious and the hard-shell safety helmet came into common use by smart riders. The principal distributor, Harley-Davidson Co. removed the soft caps from their accessory catalog and stopped handling them in their dealers', in the interest of safety and rider education.

With the caps unavailable, the demand soon became acute. Harley caps had become the traditional symbol of Road Riders. Instead of the yearly AMA pins, the caps were covered with the identification badges from various runs, tours and rallies, religious medals and the marque of their motorcycle. The chin strap has once more gone into disuse but is now stretched across the top of the crown instead of above the visor. The empty space there is now decorated by a piece of chain or a stretch band from a wrist watch.

These caps are never seen on the roads or highways anymore as the road riders have learned to rely on the security of a Snell or Z-90 approved "hard hat." Once the riders arrive at the tour destination and start socializing, the helmets are stowed away and the soft leather (or cloth) motorcycle hats break out like flowers on a spring morning. They are worn like the Legioneers at convention wear their campaign caps.

Riding pants, boots and leather jackets are not distinctive enough, it takes the cap to complete the picture. The caps are not worn by men alone but the wives as well and we might add that they look very chic on the women.

An old touring hand can read the cap of another tour rider like a book and know all about a man in just a few seconds. Even an inexperienced road rider can spot obvious badges and with a little practice tell if a rider has been to "Death Valley" and how many times, whether he made the "Ensenada Tour" and whether he has been on any AMA "Tour Award" runs. To really get a complete reading you need to see his jacket too, as he will have the heavier and larger badges pinned to it. But the distinctive pins will be on the cap.

With the demand for the caps increasing daily, accessory makers again started shipping to the dealers until nearly all of the shops that cater to tour riders can supply them in either leather or cloth at a reasonable price. So if you haven't already bought one you better pick one up, and at the next Road Riders rally put it on and be one of the group.

Road Run To A Scrambles!

Planned for May 4th, the Oxnard M.C. will host a poker run terminating at the Perris scrambles track where a scrambles will be in progress.

The road riders, will sign-in at Long Beach Harley-Davidson from 8:00 – 10:00 a.m. and then follow a leisurely scenic tour down the coast, breakfasting in Laguna if they wish. The run is planned for real enjoyment, not too fast and not too long; approximately 90 miles. It will terminate at the Perris track about one o'clock.

In the meantime the scrambles will be in full swing, with the lightweights starting at 8:30 a.m., big bikes scheduled for noon. Trophies for both the road riders and the racers will be given away the same day in the club house.

President of the Oxnard M.C., Ron Schall has planned this event "to promote a better feeling between road riders and scrambles riders." He feels there are many road riders who have never attended a scrambles and by the same token, there are many scramblers who have never seen the uniformed road riders complete an event and line up for machine and group judging. Hopefully, this run will bring both groups together and will pave for future joint events. These combination road and competition runs are popular on the east coast and in the mid-west but so far not out here. The club hopes that their May 4th event will be the start of many such combined events, and they have the members and the know-how to make this first one a success.

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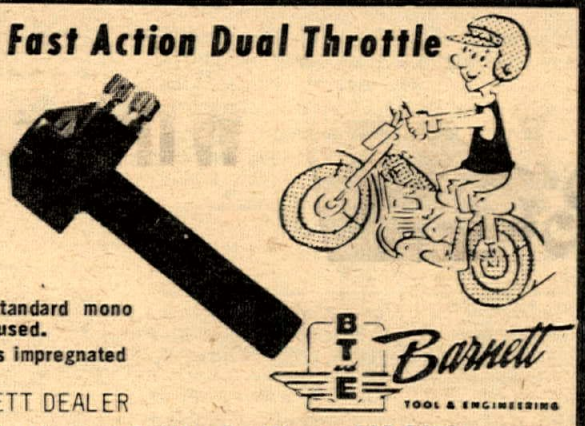
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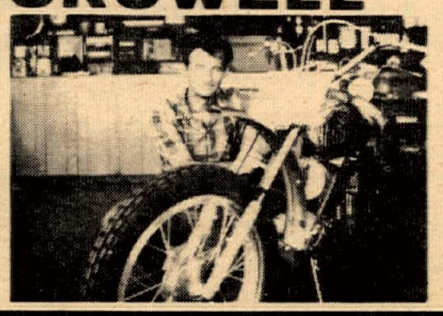
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'66-1/2 PURSANG engine, complete, w/exp.-chamber, new piston $125. (415) 564-2572.

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1968½ HUSQVARNA 250cc
Filtron cleaner, Hallman bars, late model, perfect mech. condition, like new $825.00. Call after 5:00 p.m. (213) 343-9951.

THE CRESTLINE M/C THINKS CYCLE NEWS IS SUPER NEAT!

FEATURETTE: Phil Jones not being too swift with a Triumph at the Ponderosa wins big at Shopping Bag with a grocery cart. THE HONDA BOYS

BEWARE DON WATKINS someone in The Crestline M/C is going to play a joke on you.
– Signed Someone in The Crestline M/C.

MINI BIKE – LIKE NEW
Hondaso engine, 3 speed, automatic clutch, 1/4 stroker, H & C cam, S65 piston, front & rear suspension, new tires $150.00. Ron (213) 864-2531 after 7 p.m.

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1966 BSA VICTOR, 441cc, street or dirt, shop manual, excellent condition, $500. 1966 BSA Lightning, 650cc, shop manual, excellent condition, $625. (213) 371-9872 Torrance.

BULTACO PurSang II, 5 sp., 21" F.W., many extras, very good condition. (805) 963-3961 after 5:00 call. Now $625.00.

'66 NORTON Atlas, recently rebuilt, completely road equipped, xlnt. cond. $750.00. (714) 633-1037.

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1968-1/2 GREEVES 250cc Challenger. 3 months old, desert ready, skid plate, ports matched, built-in Greeves reliability. $650.00. Call (213) 888-1693.

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1966 MONTESA (Diablo) 250cc, like new. Custom paint. Dan Rees, 9338 Gardendale, Bellflower, Calif. (213) 630-3709.

YAM DT1 21" front wheel, alloy fenders, full Gyt kit, girling rear, special air cleaner, Rickman bars, steel levers, Ceriani fork, springs, many spares. Tom (213) 652-7029 8 a.m. to 11 a.m. & 9 p.m. 11 p.m. anytime Sunday. $675.00.

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1968 BMW MODEL R69S 650cc. Every possible extra, under 1,000 miles by appointment. (213) 273-8665.

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'67 HODAKA – Used for trailing only. Very good condition $275.00. '68 360 Greeves, ridden only twice, barely broken in $975.00. (213) 352-4132.

1967 HARLEY-DAVIDSON 250cc Sprint. Damaged. Call (213) 781-1992.

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'68 HODAKA 100cc 5 sp., girling shocks, compression release, fast and dependable $400 firm. Must see to appreciate. (213) 374-7605. Extra parts.

'64 GREEVES 250. Square barrel, new eng. and trans., alloy tank, Bates seat, comp. release, Filtron, excellent tires, springer front, super dependable $400.00 cash. (213) 444-4291.

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650cc less than 1000 miles, just like new, never been raced, street or dirt. $950.00. Call (213) 887-6928 after 5:30 p.m.

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MOTORCYCLE rack for V-W $15.00. After 6:00 (213) 477-5285.

1968 250cc GREEVES MX5B springer, fast desert ready. Call (213) 348-2883.

WANTED – Honda 160 basket job or parts (213) 943-4520 after 5:30.

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Gyt Kit. Set up for racing, factory fresh, cost $700.00 to build. Fast and reliable $450.00. (714) 658-6453 ask for Ed.

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Big discounts on everything. (805) 495-7227. American Cycle Inc., 2001 Thousand Oak Blvd., Thousand Oaks, Calif.

'68-1/2 238 KAWASAKI: Green streak specs. Clean, fast, reliable. Also set Bates leathers, padded, good shape. (714) 879-6233 Fullerton.

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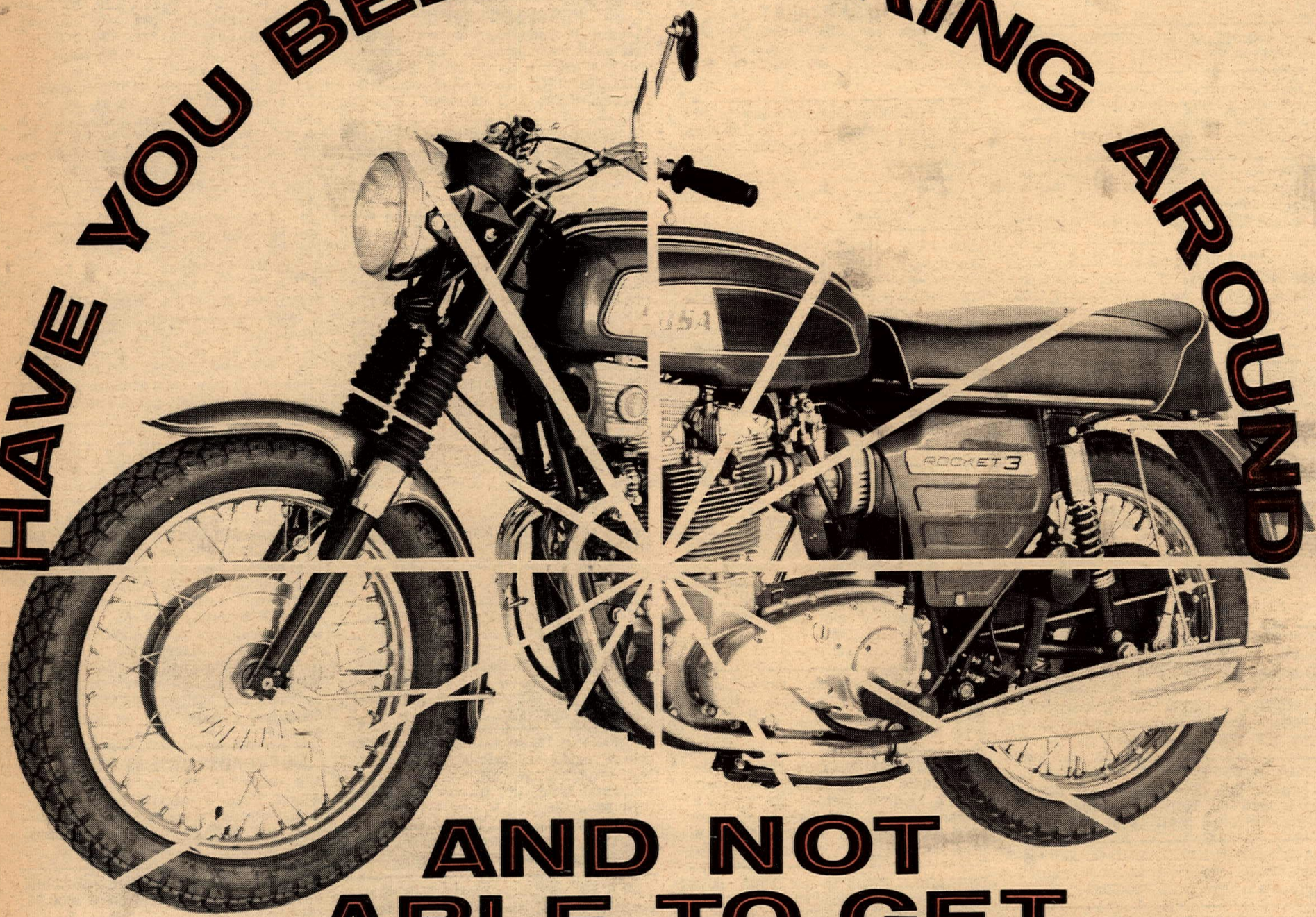

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